

5.2 MILLION DOLLARS COST FOR CONSTRUCTION OF NEW BUILDING:  
IS THIS ACCURATE?

The Marine Corps estimates that the cost to construct the proposed building at Albany will be 5,204,000 dollars. Several knowledgeable persons have advised me that the estimate is exceedingly low. First of all, I have been advised that labor and material in the construction industry are increasing a minimum of eight to ten percent per year. Assuming that the Marine Corps' estimate of 5,204,000 dollars is accurate, the cost to construct the proposed building in 1974 considering labor and material increases would be between \$5,620,320 and \$5,724,400. If the proposed building was constructed in 1975, the cost would be between \$6,036,640 and \$6,244,800.

Secondly, I have been advised that it appears the cost estimate does not contain any allowances for probable cost over-runs, modifications and other contingencies. I was advised, further, that considering cost over-runs, modifications and contingencies, the cost of the building might go as high as 8,000,000 dollars.

WHAT IS THE TRUE COST OF THE PROPOSED RELOCATION?

Why was not the total estimated cost of 11.0 million dollars contained in Secretary Warner's letter not contained in the Fact Sheet which was initially distributed to interested congressmen and individuals? Why have several indirect costs to the Federal government been excluded from the cost estimates? DoD has increased the cost estimates by a minimum of 1,175,000 dollars. Will DoD increase the cost estimates again? What is the true cost of the proposed relocation?

ESTIMATED SAVINGS DOWN

DoD officials have stated in a number of letters and documents that the proposed relocation would result in estimated annual savings of 2,610,000 dollars.

The Installation Facility Data, attached as an enclosure to Assistant Secretary Bowers' letter of June 29th, shows that 804,000 dollars of the alleged savings would result from a reduction in military pay, and the remaining 1,806,000

dollars of the alleged savings would result from a reduction in civilian pay/other O&M, MC areas. Secretary Warner shows in his aforementioned letter that the alleged savings would result solely from reductions in personnel. Sources of the alleged savings as depicted in the two preceding references are not in agreement. One wonders, therefore, how reliable are the estimates of alleged savings. Secondly, the civilian and military billets alleged to be eliminated have not been identified by DoD officials. I have been advised, moreover, that the Table of Organization (T/O), which would reflect reductions resulting from the proposed relocation has not been completed to date.

Thirdly, the Fact Sheet cites that the alleged personnel savings are predicated upon the following reductions in the T/O in effect on December 4, 1972: civilian billets being reduced from 1132 to 948 and military billets being reduced from 431 to 381. Fourteen civilian and six military billets have been eliminated already. This reduction - resulting in estimated savings of 210,000 dollars - is documented in the Civilian-Military Complement Record of the Marine Corps Supply Activity. An additional twenty military billets are scheduled to be eliminated in the Data Processing Division of the Marine Corps Supply Activity during the next two years. These reductions of 40 billets would result in total estimated savings of 420,000 dollars. It is to be emphasized that this savings of 420,000 dollars would occur before the time of the proposed relocation and is not related in any way to the proposed relocation. These savings would reduce the alleged savings resulting from the proposed relocation.

Fourthly, a preliminary report of an on-site manpower survey team from Headquarters, Marine Corps recommended several months ago that thirty-one civilian and military billets in addition to the forty civilian and military billets cited in the above paragraph be eliminated. If the latter mentioned thirty-one billets are eliminated, DoD alleged savings of 2,610,000 dollars resulting from the proposed relocation would be reduced by 745,500 dollars.

Finally, it is anticipated that there will be additional personnel reductions at the Marine Corps Supply Activity not related to the proposed relocation because of reduction in workload due to the cessation of hostilities in the Southeast Asia area.

\$4.9 MILLION "COST AVOIDANCE" FIGURE: IS THIS A LEGITIMATE CLAIM?

DoD Officials stated in a number of letters and documents that military construction at the Marine Corps Supply Activity totaling 4,924,000 dollars could be avoided if the proposed relocation is accomplished. The 4.9 million dollar "cost avoidance" figure includes the following items:

- a. 191,000 dollars for a standby generator for data processing equipment.
- b. 176,000 dollars for a sprinkler system. The original estimated cost of this project was 67,000 dollars.
- c. 4.6 million dollars for air conditioning various buildings. Mr. Witt stated in his letter of June 12, 1973 to Senator Schweiker that air conditioning of the Marine Corps Supply Activity "has not been effected up to now because of higher Marine Corps priorities stemming from operational requirements and personnel facility requirements associated with Zero Draft/Project Volunteer".

It is questionable that 4.9 million dollars could be legitimately claimed as a cost avoidance when 4.6 million dollars for air conditioning has never been incorporated into the military construction budget. Only funds for a sprinkler system and a standby generator have ever been incorporated into the budget. One wonders if the air conditioning would ever have been assigned high enough priority to be incorporated in the military construction budget if the cost avoidance factor would not have been conducive to the proposed relocation.

Secondly, enclosure (2) to the Commandant of the Marine Corps letter of August 3, 1972 (Subj: Guidance for Facility Planning and Programming) stated that the six-year dollar limitation for military construction at the Marine Corps Supply Activity for Fiscal Years 1974 thru 1979 would be \$2.0 million.

The aforementioned limitation renders it impossible to install air conditioning at the Marine Corps Supply Activity during the six-year period. The Director of MCSA Office of Supporting Services letter of 13 September 1972 to MCSA Chief of Staff collaborated the situation.

The Hon. Edward J. Sheridan, Deputy Assistant Secretary of Defense, stated in his letter of 14 June 1973 to Senator Richard S. Schweiker that the Marine Corps Supply Activity is old and desperately in need of a major modernization program.

Marine Corps Major General J. O. Butcher, Commanding General of the Marine Corps Supply Activity in 1965, stated in a letter that "the present permanent buildings at 1100 South Broad Street (Marine Corps Supply Activity) are structurally sound and are sufficient for orderly satisfaction of all anticipated requirements with remaining space still available for possible additional expansion."

The opinion expressed by General Butcher was subsequently incorporated into the Congressional Record.

Secondly, extensive modernization has been made to MCSA since that time. The modernization included but is not limited to: installation of new elevators, new lighting, tile flooring, new roofing, and new windows; painting and pointing of various buildings, relocation and renovation of bathrooms, and other modernization.

Thirdly, Inspectors of the Northern Division, Naval Facilities Engineering Command, and Headquarters, Marine Corps make periodic inspection of the buildings at MCSA. I am advised that the 1972 report of NFEC listed only two principal items: the installation of the standby generator for data processing equipment and installation of a sprinkler system. As stated in the above paragraph, the projected cost to install these two items is only 367,000 dollars.

Fourthly, if General Butcher's statements were accurate, it must be concluded that the buildings at MCSA are structurally sound and sufficient today because the buildings are in better condition today than they were in 1965.

HEAT/HUMIDITY DOES NOT COMPLETELY CLOSE DOWN MCSA

Deputy Assistant Secretary of Defense Sheridan in his aforementioned letter stated also that many of the supply operations at the Marine Corps Supply Activity are curtailed or completely closed down during the summer months because of the lack of air conditioning in most of the Office spaces.

It should be noted that the times it has been necessary for employees to be released early because of the heat/humidity have been relatively few and at no time has the Activity been completely closed down due to lack of air conditioning in the buildings. Approximately 40 percent of the office/conference room spaces at the Marine Corps Supply Activity are air conditioned. Air conditioned spaces include the following offices: The Commanding General, the Chief of Staff, the Deputy Chief of Staff, all division directors, and various other offices in each division. Persons in air conditioned spaces are not released early due to heat/humidity - only persons in non-air conditioned space are released. Thus, at no time is the entire Activity completely closed down due to heat/humidity.

Secondly, when management deems it prudent to release employees in non-air conditioned spaces, divisions normally retain one or more key employees in each branch - including persons in non-air conditioned space - to process emergency/priority work.

EMPLOYEES AT MCSA ARE EFFICIENT

Former Acting Assistant Secretary of the Navy Hugh Witt stated in his letter of 12 June 1973 to Senator Schweiker that the efficiency of the employees drops during periods of high heat and humidity because of the lack of air conditioning. It is noteworthy that the Marine Corps Supply Activity was awarded a unit citation from the Secretary of the Navy on June 15, 1968 for "Exceptionally meritorious achievement in the performance of outstanding service in carrying out assigned duties...". The award substantiates that the efficiency of the employees at the Marine Corps Supply Activity is high.

ARE SUFFICIENTLY TRAINED PERSONNEL AVAILABLE IN ALBANY?

Deputy Assistant Secretary of Defense Edward J. Sheridan in his letter of 14 June to Senator Richard S. Schweiker stated the possible loss of specific talents possessed by employees who cannot relocate was recognized as a major problem in the relocation.

Assistant Secretary of the Navy Bowers stated in his letter of 19 July 1973 to me:

The Marine Corps realizes that it may not be an easy task to recruit and train people to replace those current employees who choose not to exercise their right to transfer with their function...

A Marine Corps Task Group in a preliminary report of June 22, 1972 stated "Certain critical functions most seriously effected by the non-relocation of key civilian personnel require augmentation by military personnel in order to ensure a reasonable degree of continuity."

Why is the military augmentation required if there are sufficiently trained personnel in Albany?

In the event that the proposed relocation is consummated, who will staff the positions if it becomes necessary to pull out the military personnel in an emergency?

Is it not true also that a number of previous Marine Corps studies including the Dillard Study of 1970-71 - recommended against the proposed relocation because of the lack of sufficiently trained personnel?

IS THERE ENOUGH LOW INCOME HOUSING IN ALBANY?

Former Acting Assistant Secretary of the Navy Witt stated also in his letter of June 12th, that the cost of three bedroom homes in Albany in the Spring of 1973 ranged between \$29,000 and \$35,000. As shown below, more than 70 percent of the employees at the Marine Corps Supply Activity are GS-9 (or equivalent) and below:

<u>Grade</u>	<u>No. of People*</u>	<u>Salary</u>
GS-2	25	\$5,682
GS-3	68	6,408
GS-4	97	7,198
GS-5	107	8,055
GS-6	38	8,977
GS-7	112	9,969
GS-8	3	11,029
GS-9	242	12,167
Wage Grade	69	

\*Employees on board as of 30 May 1973

These 771 employees normally would not secure or support a \$29,000 to \$35,000 mortgage based upon their income. Mr. Witt stated also that the cost of four bedroom homes in Albany in the Spring of 1973 ranged between \$35,000 and \$42,000. Four bedroom homes would, therefore, be limited to the select group of employees equivalent to GS-12 and above. Most of MCSA employees who lack sufficient income to purchase a \$29,000 to \$42,000 home in Albany now live in decent adequate row/semi-detached homes in Philadelphia and vicinity ranging between \$12,000 and \$22,000.

#### EMPLOYEES - WHAT HAPPENS TO THEM?

Mr. Chairman, we would be remiss if we did not bring up the most important project in running this operation, and that is the people. Here we have some 1100 employees well trained, well equipped to meet all of the operational needs. Some have worked in this one building for more than 30 years. The tremendous impact which will occur on the lives of these people by re-locating this activity unnecessarily to Albany, Georgia should not be expected by those who have contributed dedicated, unselfish service to the United States Government in carrying out its mission.

In closing, I wish to reiterate that it is apparent that the rationale advanced by DoD officials to support the proposed relocation contains a number of defects. The major defect is that alleged savings of 2,610,000 dollars have decreased significantly, while total estimated cost has increased significantly.

Another major defect is that several costs have been excluded from the estimates. A third major defect is that there are official documents to prove that the alleged cost avoidance of 4,924,000 dollars is invalid because Headquarters, Marine Corps was not going to allocate MCSA sufficient funds during Fiscal Years 1974 thru 1979 to air condition the buildings. A fourth major defect is that it is questionable that adequately trained civilian personnel are available to staff the proposed transferred positions.

I wish to emphasize that the above-mentioned statements are not made to be critical of any individual or agency, and identification of individuals and/or various agencies was for purpose of required documentation. I served as a Budget Analyst and a Budget/Accounting Analyst for the Federal government for eight years, and I know the difficulty in compiling meaningful estimates three years in advance. In my opinion, however, it would not be prudent or in the best interest of the Federal government, the taxpayers or MCSA employees to recommend appropriation of the 5.2 million dollars based upon data presented by DoD to date. I respectfully request, therefore, that you, the members of the Military Construction Subcommittee, recommend disapproval of the proposed appropriation.

#### **LETTER FROM HON. HUGH SCOTT AND INFORMATION SHEET ON ALBANY**

Senator SCHWEIKER. I would like at this time to have made a part of the record a letter from Senator Hugh Scott, requesting a delay in appropriation of the construction funds.

I have also an information sheet on Albany which I will make a part of the record at this time.

[The material follows:]



*United States Senate*

WASHINGTON, D.C. 20510

November 1, 1973

Honorable Richard S. Schweiker  
Ranking Minority Member  
Senate Appropriations Committee  
on Military Construction  
Suite 1235, Dirksen Senate  
Office Building  
Washington, D.C.

Dear Dick:

I am writing to let you know of my concern for the proposed appropriation of \$5.2 million to relocate the Marine Corps supply activity from Philadelphia, Pennsylvania to Albany, Georgia.

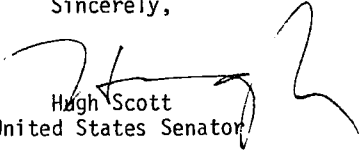
As you know, the \$5.2 million is needed to construct administrative facilities to adequately house Marine Corps supply activity personnel to be moved to Albany, Georgia. Reliable witnesses have appeared before your Committee to refute the overall estimates of cost and savings attributed to the move as presented to your Committee by the Department of Navy. This testimony shows the overall cost to the government, maintenance, construction, relocation, etc., will be less if the facility remains in Philadelphia.

Specifically, the \$5.2 million cost of the needed renovation at Albany, Georgia, could go as high as \$8 million when the construction is completed in 1974-75. Also, the Department of the Navy does estimate it will save \$4.9 million in "cost avoidance" by moving the supply operation. \$4.6 million of this estimate is for air conditioning--a cost never incorporated into the military construction budget.

Therefore, in view of the above, and other questions raised in the testimony, I respectfully request that the \$5.2 million not be appropriated until it is clearly shown to be in the best interest of the Government.

With kind regard,

Sincerely,



Hugh Scott  
United States Senator

## Albany Visit by MCSA Employees

1. The following information is provided to acquaint MCSA employees with as much information as was possible to obtain during the recent trip from 14-16 May 1973. It should clearly be pointed out that due to the very limited amount of time which was available the information presented represents only a  cursory review  of the city and its facilities.

2. It is strongly recommended that any employee contemplating the move to make a personal trip to the city of Albany for at least a week to ten days in order to determine if it satisfies the needs of each employee, since needs are a personal matter and can only be determined by the individual involved.

3. The following general questions were presented to both the private sector (natives of Albany) and to representatives from the city which briefed the group as a whole. Where answers from the two segments differ they will be so identified (i.e., \* = Black Private Sector # = City Representatives/MCSC Representatives).

a. School Facilities

(1) Are they integrated? (Elementary, Junior High, High).

Answer: \* # - Yes - However, schools in black neighborhoods are predominately black (i.e., Monroe High @ 98%). The overall student population in Albany is 60% white and 40% black. Accordingly, in each school the teacher ratio is 60% white and 40% black (as directed by court order). Those schools outside of the black community have a lower percentage of black students, but are integrated. The "Integration" in the white communities is accomplished through busing.

(2) What type of schools programs are available? (Classes for the slow - average or above average student in reading, math, science, etc.?)

Answer: # - There are various programs available in the general school curriculum for students in advanced studies (i.e., Biology) and to students who avail themselves of the programs.

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Answer: \* - These programs are only available in selected schools and in Catholic School. Not all schools in the predominately black areas have them.

(3) General information on schools presented by Mr. Paul Robertson, Superintendent of Schools:

(a) Student population = 22,536

12,000.            1   24 Elementary Schools (1-6), approximately

2   8 Junior High's (7-9), approximately 5,000

4,000.            3   4 High Schools (10-12), approximately

Approximately 8500 students bused to achieved integration.

NOTE: \* Since integration schools have regressed in the quality of education due to white/black teachers being transferred into formally all black/white schools, complaints have been prevalent from both white and black parents.

(b) The Board of Education is made up of seven (7) members, as follows:

1 Two black members.

2 5 white members (1) being Jewish.

(c) Albany has one (1) area vocational school and 2 night school programs.

(d) There are various adult education courses available in some schools.

(e) Programs are available for the educable metally retarded child and trainable mentally retarded child. There is in service training for teachers.

(f) Effective with the fall of 1973 school year, Albany will implement a quarterly system. (Additional information is available with the Relocation Officer.)

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(g) There are special classes for Blind/Deaf/Hard to handle students (disciplinary problems).

(h) The Albany School System has no kindergarten. This can only be obtained through local private schools.

(i) Question: What percentage of Albany's High School graduates go on to higher education?

Answer: # - 55% go on to college or trade schools, etc.

(j) Where do Albany's students rank within the national norm?

Answer: # - Below the national norm, however, they do rank above the norm for the State of Georgia.

(k) Do you have a Get Set Program?

Answer: # - Yes. Title I money is used to assist Monroe High School students and other schools where needed to attempt to raise the level of education for needy students.

(1) The current teacher/pupil ratio is 24:1 (#).

(m) Albany teachers are not unionized.

(n) The tuition rates for Catholic School and more detailed information is available with the Relocation Officer. That data was considered too detailed to include in this report. It should be noted there is only one (1) Catholic School and there is currently a waiting list to get in. The school only goes to the eighth grade and there is no Catholic High School.

(o) There are two colleges within Albany, Albany State which is predominately black and Albany Junior College (additional information is available in the Relocation Office).

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(p) There are no Quaker or Hebrew schools in Albany.

#### b. Churches

(1) What churches are available to blacks in and around the Albany area?

Answer: # - Churches of all faiths. However, the black citizens primarily go to churches within the black community, but have been known to worship in churches outside of the black community.

(2) Are the churches segregated?

Answer: \* - In general no, however, there is very little integration in the Methodist and Baptist churches.

#### c. Medical Facilities

(1) There are two major hospitals, a 450 bed Phoebe Putney Memorial hospital and a 250 bed private hospital.

(2) There is a general shortage of physicians in the Albany area in both the black and white sections. Currently, some of the white doctors are starting to break down and treat black citizens. Within the black community there are: three (3) physicians, (1) Surgeon, (1) General Practitioner, (1) Gynecologist plus 2 more gynecologist and (1) Neurologist will be arriving in the summer of 1973; currently there are (3) black dentists or will be by summer of 1973.

d. Social Environment

(1) What type of general social life is available?

Answer: \* - Generally through church organizations and a few private organizations, primarily through personal contacts. To date, there are no black members in the local country clubs.

(2) Are there open bowling alleys?

Answer: \* - There are two alleys in town, however, since a civil suit was brought against one, the black community patronizes only one of the two, primarily to avoid trouble. The one patronized is integrated.

(3) Theatres - There is one little theatre in town which puts on four productions a year and it is open.

(4) Movies - 4 to 5.

(5) Shopping Centers - There are four major shopping centers which are all open and several have black clerks.

(6) Are blacks permitted in the local Masonic Temples?

Answer: \* - Not in the white temple, they have their own.

(7) Are there any concert/choral groups that play professionally outside of church organizations?

Answer: \* - There are choral/concert groups but they are related to churches or the Albany State College.

(8) What is the general reaction to mixed marriages? (Interracial)

Answer: # - According to the representative from the police force, allegedly, there have been no cases of physical harassment.

\* - According to the private sector there are quite a few in the area and recently (within the last several years) there's been no problems.

(9) Are there open tennis courts?

(a) The only public tennis courts are at the Junior College, two high schools and Albany State. These facilities are used by both blacks and whites.

(b) There's a push to improve this condition by local citizen groups.

(10) Are there beaches/lakes/swimming pools etc. available?

Answer: \*

(a) No beaches -/ some state parks (i.e., Chehaw).

(b) All city pools were basically closed after the big push on civil rights and the facilities turned over to various private boys clubs.

(c) The local boys club and YMCA are integrated. The YMCA facilities are utilized by woman.

(d) There is some integration in sports (i.e., baseball/football).

(e) Swimming pools - There are no city pools open to blacks. The blacks use the facilities at Albany State or MCSC Albany.

(11) Jobs for young people - economic opportunities in general.

Answer: \* - Generally good for those who avail themselves. Most employers are equal opportunity employers with starting rates for some production type jobs from @ 3.45 an hr. to 6.65 an hr. after completing various training programs. There is some speculation that I.E. DuPont is considering moving into Albany which will further increase job opportunities. (Additional data on social and economic statistics are available within the Relocation Office).

(12) Is there Juvenile Delinquency?

Answer: # \* - Yes.

(13) Are there drug problems?

Answer: # Yes. However, it is no more of a problem than with other cities and there are drug abuse programs.

\* - The drug problem is more concentrated within the white sector than the black sector, according to a member of the drug abuse program.

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(14) Are Jewish social activities related to the synagogue?

Answer: - Yes, plus other organizations.

(15) Are Jewish people concentrated in any given area?

Answer: - No - Jewish people live in all areas of Albany and the surrounding area.

(16) The Jewish Synagogue had a permanent resident rabbi, however, he recently resigned and will be replaced.

(17) There is a considerable amount of intermarriage between members of the Jewish faith and persons of the non-jewish faith.

(18) Albany has no Jewish kosher meat markets nor do the shopping centers carry what is considered to be typical jewish delicacies.

(19) There is no restrictions to persons of the Jewish faith in private country clubs, however, they do need sponsors which seems to present no problem.

(20) As a general rule, there has been no harassment of jewish families moving into various communities.

(21) Albany's current population is about 95,000 with approximately 38% being black.

e. Transportation

(1) Transportation is generally poor. To commute to MCSC Albany one would need a car since public transportation to and from MCSC Albany is not available.

f. Police Force

(1) There is a 153 man police force, all of which have had some college courses or are attending college or have degrees. This is coincidental since a college degree is not required as a prerequisite for joining the force. There are also four women on the force, two are white and two are black.

(2) There are a total of 31 black officers on the force.

g. City Government

(1) The Mayor of Albany is a catholic. There are no women in the city government. There are no blacks in elective offices in the city government nor do blacks serve as department heads in any of the various departments. There are some blacks in various appointed positions.

h. Housing

(1) The housing referral office at MCSC Albany has a list of all realtors and rental agencies, efficiencies, apartments and mobile home parks, churches, organizations and associations which are suppose to be open to all military and DOD personnel, regardless of race, creed and color. This listing is available in the Relocation Office.

(2) What is the availability of housing either new or old in the following price range?

(a) \$10,000 - \$15,000

Answer - Virtually none.

(b) \$15,000 - \$20,000

Answer - Limited amount.

(c) \$20,000 - \$25,000

Answer - Adequate.

(d) \$25,000 - \$30,000

Answer - Adequate.

(e) \$30,000 - Up

Answer - Constant construction going on.

(3) Is the housing in question (2) above available both within Albany as well as outside of Albany within a 20 mile radius of the City or the Marine Corps Supply Center?

Answer - For lb, c, d and e - primarily outside of Albany - 2-10 miles outside of downtown Albany.

(4) Is the housing available within the price ranges above integrated or segregated?

Answer: \* #

(a) Basically, you can find integrated housing in areas up to \$30,000, as well as segregated housing in those same price ranges.

(b) Albany does not have an "Open Housing" law or ordinance, however, according to both black and white realtors anyone can buy into any area you desire.

(c) \* In talking to the private sector, there are still those areas which are restricted and various techniques are used to keep blacks out. However, these are primarily the exclusive areas. (\$40,000 and up).

(5) What type of financing is available to purchase houses in the above price ranges?

(a) FHA.

(b) VA.

(c) Conventional Loans.

Answer:

1 The type of financing varies according to the area and type of home being purchased.

2 There is some FHA/VA mortgages available at the prevailing rate of 7 1/2 and 7% respectively.

3 For most new construction the prevailing interest rate is as follows:

a 95% mortgage = 8 1/4% interest rate.



b 90% mortgage = 8% interest rate.

c 80% mortgage = 8% interest rate.

4 Current assessment is 40% of market value. Market value is determined by taking the sale price minus a \$2000 Georgia Homesteader's deduction and 40% of the remaining balance.

5 Taxes are equal to .033 mills of the assessed value.

6 What housing is available on a rental basis either for apartments or homes and what is the average rental costs?

Answer:

a There are virtually no homes available for rental according to two brokers visited.

b Apartments are constantly being built and range from \$135.00 up, for many there is a waiting list. However, most brokers indicated there would be building for several years. (NOTE: Some pamphlets are available in the relocation office for review).

i. Freedom of Movement

(1) Are there any restrictions relative to the general movement of blacks? Are they free to come and go wherever they please, whenever they please?

Answer: \* - According to the private sector and as experienced by some of the members of the team, there seems to be no general problem in this area.

j. Dougherty County

All of the above comments/findings only relate to the Albany area and within Dougherty County since the team did not visit beyond these bounds, conditions outside of Dougherty County still prevail to a great extent as they did many years ago.

k. Taxes

There's a Georgia State income state tax, based on your net salary on a sliding percentage basis (See Relocation Office for additional data).

PREPARED STATEMENT OF HON. JOHN TOWER, U.S. SENATOR FROM TEXAS

Senator SCHWEIKER. I would also like to include at this point in the record a letter and a statement from Senator Tower concerning the Air Force Human Resources Laboratory that was established at Brooks Air Force Base in San Antonio, Tex.

[The letter and statement follow:]

### *United States Senate*

WASHINGTON, D.C. 20510

October 24, 1973

The Honorable Mike Mansfield, Chairman  
Subcommittee on Military Construction  
of the Committee on Appropriations  
United States Senate  
Washington, D. C.

Dear Mike:

Last year, the Air Force submitted a request for \$3.057 million in the Fiscal Year 1973 Military Construction Program for construction of the Human Resources Research Facility, Brooks Air Force Base, Texas. Although the Senate approved the authorization and appropriations requests for the Facility, funding for it was deleted in Conference. In view of the support this project received from the Appropriations and Armed Services Committees of the Senate last year, therefore, I am surprised and deeply concerned that there is no request for funds for the Air Force Human Resources Laboratory in the FY 74 Military Construction Appropriations program.

The Air Force Human Resources Laboratory (AFHRL) was originally established at Brooks AFB, Texas, in 1968. This particular project which the Congress authorized last year, as you know, is designed to house scientific, technical, and the support personnel who together comprise the professional staff of that Human Resources Laboratory. Since its mission is to ensure the maximum and effective use of the Air Force's military manpower resources, the AFHRL is engaged in ongoing programs that are designed to improve all elements of the total Air Force personnel system.

In the absence of a military draft environment, the mission of the AFHRL is to maintain and constantly improve the performance of the active duty member. As a result of a zero draft, moreover, that mission is more challenging and critical today than ever before. Consequently, if the Congress expects the Air

Force to recruit and retain qualified and dedicated officers and enlisted men and women, the Congress must provide the Air Force with the means of achieving this objective. In short, the Air Force must be able to compete for the commitments and the services of intelligent and able individuals. I respectfully request the Committee, therefore, to restore funds in the FY 1974 Military Construction Appropriations bill for construction of this \$3.057 million facility.

In view of my personal interest in this project, I am also submitting the enclosed state for the Committee's consideration.

Best regards.

Sincerely,



John Tower

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STATEMENT OF SENATOR JOHN TOWER

In the Military Construction Program for Fiscal Year 1973, the Air Force requested authorization for construction of a new Human Resources Research Facility. Although the Congress approved the authorization request of \$3,057,000 million, the funds provided by the Appropriations Committee, and subsequently approved by the Senate, were deleted from the FY 1973 Military Construction Appropriations bill in Conference. In view of the continuing Air Force requirement for this project, the following information is respectfully submitted for the Committee's consideration.

Under the conceptual guidance that was provided in the 1967 Report of the USAF Scientific Advisory Board, the Air Force Human Resources Laboratory (AFHRL) was established at Brooks AFB, San Antonio, Texas. This Air Force report clearly

stressed the importance of having Human Resources Research and Development activities collocated with the users of its specialized products. In San Antonio, the Military Personnel Center, the Air Training Command Headquarters, and the USAF Recruiting Service--each having a very significant requirement for R&D results--already were located at Randolph AFB, Texas. In carrying out the recommendations of the 1967 Report, therefore, the AFHRL was also located in San Antonio.

The mission of the AFHRL, and its scientific, technical, and support personnel, includes research involving the selection, classification, evaluation, training, assignment, motivation, promotion, and retention of active duty Air Force personnel. At a time when the All-Volunteer Force is being called upon to meet our country's national security needs, it is the responsibility of the AFHRL Research and Development Program to achieve new breakthroughs in manpower development, personnel training, and career management.

The AFHRL R&D Program's objectives require that the results of its efforts be valid, timely, useable, and economical. In striving to meet these objectives, it has been necessary to continually refine the research process. In doing so, this has enabled research to take into account such factors as changes in policies, the quantity and quality of existing manpower resources, and unforeseen contingencies. To be effective, therefore, the research effort must keep pace with changes as they occur, and that is a continuing and dynamic process.

The construction of the Air Force Human Resources Research Facility at Brooks AFB will provide a total of 73,640 square feet of space. It is designed to house more than two hundred staff and support personnel, high capacity computers, and other related equipment. The design for the Facility has been totally completed, and the Air Force will construct it if the funds are added to the FY 1974 Military Construction Appropriations bill.

## QUESTIONS AND ANSWERS

Senator SCHWEIKER. I will include in the record at this point a series of questions asked by Senator Tower, with replies by General Reilly, concerning the Human Resource Laboratory.

[The questions and answers follows:]

*Q. Mr. Chairman, I would like to develop a matter for the record concerning a Human Resource Laboratory for Brooks AFB. As you know this project was previously submitted by the Air Force in the fiscal year 1973 MCP. In response, the Congress authorized the project, the Senate appropriated it but it failed to pass the House and the subsequent Appropriations Conference. In view of the earlier Air Force request and the support provided by this committee and the Congress, I am surprised and concerned that the FY 1974 program does not contain a request for appropriations for the Human Resources Laboratory. Gen. Reilly does the requirement for this project still exist?*

A. Yes, Mr. Tower, it does. It is of paramount importance that the Air Force develop a stronger R. & D. laboratory posture to cope with the modern problems of the Air Force system. Significant break-throughs have been achieved by the Air Force Human Resources Laboratory, (AFHRL) which have already resulted in millions of dollars savings and will continue to pay off. Additional improvements can be accomplished by developing better procedures for personnel recruitment, training, classification, assignments, utilization, evaluation, motivation, promotion and retention of Air Force personnel. The need for improved personnel procedures is magnified in view of the objective to achieve an "all-volunteer force." A key to achieving a stronger Air Force posture is the research to be done in a modern AFHRL laboratory and to do this a 73,640 SF facility at a cost of \$3,057,000 is required at Brooks AFB.

*Q. Gen. Reilly can you advise me why then this project is not included in this years programs?*

A. At the time the FY 1974 MCP was in its final stage of development, a location other than Brooks was being considered and as a result the project was not included in the FY 74 MCP. We subsequently determined that Brooks continues to be the most feasible location and then requested OSD to submit the project to Congress for inclusion in the Air Force 1974 Military Construction Appropriation Request. OSD determined not to submit the project to Congress for the FY 1974 MCP.

*Q. What are your plans concerning this project now?*

A. We are proposing to include the project in the FY 1975 MCP. This however, would delay the availability of it, and also increase its costs.

*Q. What is the status of design for this project?*

A. The project is 100% designed.

*Q. General Reilly, if Congress should deem it appropriate to add funds for this project to the FY 74 Military Construction Appropriation Bill, would the Air Force build the facility?*

A. Yes.

## SUBCOMMITTEE RECESS

Senator SCHWEIKER. All right. There being no further business, the subcommittee will recess, to reconvene at the call of the Chair.

[Whereupon, at 11:14 a.m., Tuesday, October 30, the subcommittee was recessed, to reconvene at the call of the Chair.]

# MILITARY CONSTRUCTION APPROPRIATION FOR FISCAL YEAR 1974

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WEDNESDAY, OCTOBER 31, 1973

U.S. SENATE,  
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,  
*Washington, D.C.*

The subcommittee met at 10 a.m., in room S-126, the Capitol, Hon. Henry Bellmon presiding.

Present: Senators Bellmon and Mansfield.

## DEPARTMENT OF DEFENSE

### DEPARTMENT OF THE ARMY

STATEMENT OF MAJ. GEN. K. B. COOPER, DIRECTOR OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS.

#### ACCOMPANIED BY:

MAJ. GEN. K. A. KJELLSTROM, DIRECTOR OF ARMY BUDGET  
ALAN M. CARTON, CHIEF, PROGRAM, PLANNING, AND CIVIL  
PREPAREDNESS BRANCH, DIRECTORATE OF MILITARY CONSTRUCTION

#### SUBCOMMITTEE PROCEDURE

Senator BELLMON. In the absence of Senator Mansfield, I will call the subcommittee hearings to order.

Today will finish the hearings of the Military Construction Subcommittee of the Senate Appropriations Committee and the subcommittee will be covering only those construction items not covered in the joint hearings before the Subcommittees on Military Construction of the Armed Services and Appropriations Committees, which were held on August 6, 1973. The statements that the armed services have can be inserted in the record and summarized.

The joint conference on the military construction authorization bill has not resolved the differences in the military construction authorization bill and the House Military Construction Appropriations Committee has not released a bill of this date.

However, we intend to finish our hearings today and any reclama statements that the services or the Department of Defense may have can be inserted in the record at a later date.

The record will be kept open until the reclama statements are received.

The first witness will be General Cooper from the Army.

Welcome to the committee and if you have a statement, we will be glad to hear it.

#### STATEMENT OF MAJ. GEN. KENNETH B. COOPER

General COOPER. Mr. Chairman, I am Maj. Gen. Kenneth B. Cooper, Director of Installations, Office of the Deputy Chief of Staff for Logistics, U.S. Army. It is a privilege to appear before this com-

mittee and present the Department of the Army's portion of the military construction appropriation request.

#### BUDGET REQUEST

The President's budget for fiscal year 1974 military construction, Army, is \$706,900,000 total obligational authority, TOA, and \$664,900,000 new obligational authority, NOA.

Adjustments to these totals are still in a state of flux. Congressional action, as you mentioned in your opening statement, sir; in the Armed Services Committee is not yet completed but has resulted in a net reduction of slightly less than \$30 million. There are also nearly \$73 million in projects still subject to joint authorization conference action. Additionally, the House Appropriations Committee has not completed its markup so we are unaware of the impact on our request.

Included in our request is \$54 million for minor construction, planning and design which are authorized under continuing legislation; \$14,075,000 for three projects authorized in a prior year but not funded; and, \$4,735,000 to permit successful accomplishment of six projects previously approved. These items were not covered in the joint hearings.

A \$2,500,000 increase in the minor construction request and three of the six deficiency items mentioned were not included in our original request but have been recognized or are being considered by other congressional committees. I can discuss these in detail later as added items.

#### BUDGET AMENDMENT

The amendment to the budget submitted by the President on September 21, 1973, unfortunately arrived at Congress too late to be considered by the authorization committees. Within that amendment, we requested an additional \$25,300,000 total obligational authority and \$4,300,000 NOA for NATO infrastructure.

These increases were necessitated by recent dollar devaluations. Our NATO obligations must be met so, in absence of approval of the amendment, we must find other means of coping with the increased requirement.

I might add, sir, in this late arrival there was a separate request that the Army had as part of the family housing program, which is a Department of Defense appropriation. We requested \$31.1 million for operations and maintenance. This \$31.1 million is a large portion of our total family housing operation and maintenance funding requirement. We hope there is some way of appropriating that money even though normally it would be authorized as part of the family housing program. Operations and maintenance funds for family housing are requested only in the family housing budget and not in any other program.

I believe we are going to have a separate Defense family housing discussion today, but I did want to mention this particular problem to you and your committee because it will cause us a great deal of difficulty. We will spread the shortage throughout the world, but the net effect is a 10-percent reduction in funds that we will have to operate and maintain family housing.



#### PROGRAM HIGHLIGHTS

As the core of this year's program, we are continuing to emphasize facilities which benefit the soldier: Where he lives, where he plays, and where we treat him when he is sick.

Over 84 percent of our original request for construction excluding NATO infrastructure and general authorization, is in these categories.

#### TROOP HOUSING

The fiscal year 1974 bachelor housing program is approximately 68 percent of our total budget request. That housing is primarily barracks. This is one of the peak years in our housing program of the seventies.

#### MEDICAL FACILITIES

This year marks the first increment of our accelerated medical facilities improvement program. Medical facilities constitute 8 percent of the total budget request. We also have a significant design effort underway which will surface as medical projects in a later program.

#### POLLUTION ABATEMENT

An important segment of our program is the continuation of our efforts in pollution abatement. Facilities requested make up approximately 2 percent of our total budget which is lower than in recent years. And you may remember, Mr. Chairman, we had to program everything in accordance with an Executive order by December 1972. The reason the program went down is those earlier programs satisfied the major requirements as best we could determine.

This year's program responds primarily to requirements generated by increasingly more stringent standards and accomplishes projects deferred from earlier programs for technological reasons. In some cases we didn't know how to design something to comply with the standards, so the delay.

We anticipate that we will need some sizable dollar amounts for pollution abatement projects in future MCA programs as the requirements from the Federal Water Pollution Control Act Amendments of 1972 become known, and as people define what they mean by zero pollutant discharge, and the best available and best practical means of accomplishing that.

#### OVERSEAS CONSTRUCTION

The construction planned for outside of the United States, excluding NATO, constitutes approximately 5 percent of our program. This request provides for only a limited number of operational facilities and a few projects in support of troop welfare, all at locations where we expect to stay in our long-range planning.

A major item in our overseas request is the \$60 million for NATO infrastructure. As in fiscal year 1973, we are requesting no funds for construction in the Republic of Vietnam.

## SUMMARY

In summary, we have designed the fiscal year 1974 MCA program to enhance the welfare of the soldier by improving our bachelor housing, primary medical care facilities, and community facilities. In addition, we are continuing our efforts to control environmental pollution and to improve the Army's operational capability.

Mr. Chairman, this concludes my presentation of the Army's fiscal year 1974 military construction appropriation request. The detailed project justifications have been furnished previously to the committee.

Additionally, we have prepared a separate book, a small book I have here, dealing specifically with previously authorized projects, general authorization requirements, and those projects added by Congress.

Those items for which new authorization was requested were considered in the joint hearing held by this committee and the Senate Armed Services Committee.

I will be pleased to answer any questions the committee may have or to see that the answers are provided.

## PROGRAM JUSTIFICATION—NATO INFRASTRUCTURE

Senator BELLMON. General, I have a couple of questions I would like to have you answer.

I noticed that you refer in two places to NATO infrastructure. I am sure that term has a meaning to you, but can you be a little more precise, what are you talking about?

General COOPER. The NATO infrastructure was started when NATO was started and we are now up to what we call Slice XXV.

This is a joint effort of the NATO countries to build facilities for common use, primarily operational support facilities. In order to qualify for NATO infrastructure funding, a project has to be something used normally by more than one country and satisfy certain criteria. Am I giving you too much detail?

Senator BELLMON. I understand we will take it up later.

General COOPER. That is right. But just to answer a part of the other question, the United States originally put in a greater percentage than we do now. We put it now slightly less than 30 percent of the total. That gives you an idea. It will be used for airfields, for example, used by more than one country. But the warehouses or other facilities supporting only U.S. troops are normally supported by the United States in the regular military construction programs.

## FAMILY HOUSING

Senator BELLMON. Also you made reference in your statement to the need for family housing and the authorization has not been made by Congress.

General COOPER. As for family housing there is kind of a quirk in that the operations and maintenance funds are authorized and separately appropriated as part of the family housing request rather than as part of the much larger Army operations and maintenance budget. That means we don't have any flexibility in moving funds around within that account to meet unexpected requirements.

The devaluation occurred some time ago, although the budget amendment was just sent to Congress on September 21, 1973, by the President. We were not able to present our amendment to the authorization committees until after the Armed Services Committees had already completed their hearings. That has put us in a bind for both the family housing operations and maintenance increased requirements which occur mostly in Germany—\$29 million of the \$31.1 million is needed in Germany—and also for the NATO infrastructure.

That is not a fault of Congress but it is a fault of us in not submitting it somewhat earlier. We are trying to work with the House Appropriations Committee to see if some provision can be made to take care of this support for family housing so that the troops don't suffer.

These are the people that will suffer if we don't get the funds for the people living in the family housing.

In Germany we are in poorer shape in terms of housing troops or housing families than we are any place else.

It is strictly a question of being short of funds because of the dollar devaluation.

General KJELLSTROM. This is current operating expenses as opposed to long-range construction expenses. The \$31 million represents more than 10 percent of our total program of \$286 million which is before the Congress.

That is the impact of currency revaluation primarily in Germany.

General COOPER. It is to pay for heating, electricity, and normal maintenance. The reason these funds are peculiar is that they are specifically authorized for family housing which is not the case for other operations and maintenance funds.

#### POLLUTION ABATEMENT

Senator BELLMON. I notice you refer to a sharp reduction in funding for pollution abatement then you explain that you are not quite sure of what the interpretation of the act is going to require. Is it likely you will be back to Congress for an increase in this control?

General COOPER. That is correct.

General KJELLSTROM. In a subsequent year's budget.

General COOPER. By Executive Order 11507, we are required to fund or ask for funds for all known pollution control projects and that had to be done by December 31, 1972. We tried to comply but subsequent to that Executive order new requirements have developed.

Senator BELLMON. What this means is that the fairly high-level pollution abatement control funding which you had in the past has now gone down sharply but it is going to rise?

General COOPER. That is right.

Senator BELLMON. Let's get to some specifics.

#### WALTER REED ARMY MEDICAL CENTER

On page 1 of the booklet you have given us, justification data, you have an item for a parking facility. It is \$10,800,000 and could you give us something on that?

General COOPER. This was authorized as part of the overall Walter Reed Hospital project. We didn't need the funds right away so the

funds for this portion of the project were not appropriated in fiscal year 1972 with the main hospital.

Now, we have reached the point where we need to let the contract for this parking garage. The parking out there is very restricted and this will be underground parking. Land is somewhat limited, taken up primarily by the hospital. That is the reason they are putting parking underground. This project we are discussing today is really a request for funds as part of the overall project which was previously authorized.

#### BAYONNE MILITARY OCEAN TERMINAL

Senator BELLMON. On page 3, there is an item of \$3,200,000 for administrative facilities in New Jersey, and can you explain this terminal item?

General COOPER. Yes, sir. We have people in what we call our Eastern Area MTMTS, Military Traffic Management and Terminal Service, in very, very poor facilities in Brooklyn. For many years we have been trying to get out of those conditions and over to Bayonne.

The buildings are falling down although we had fixed them so they wouldn't injure anybody.

This project was previously authorized in fiscal 1973, but now we need the funds. Funds were not appropriated primarily because some Congressmen objected to it. They objected to the fact we are going to move the people from Brooklyn to Bayonne. Although we think the need for the Brooklyn terminal no longer exists, they objected to the transfer. But we need to move those people out of that Brooklyn Army Terminal and if we can't get the funds to move them to Bayonne, we will have to lease some other space because it is a very, very poor facility at Brooklyn.

I don't know if Mr. Rexroad has been there or not. We no longer need the main terminal. A portion of it is used by the U.S. Post Office and there are plans within New York to develop this area.

We have this big area we don't need. We are trying to move the administrative facilities over to Bayonne where we already operate our own terminal for general cargo on the east coast.

We also have an ammunition terminal at Sunny Point, N.C.

Senator BELLMON. Do congressional objections still exist or have they been cleared up?

General KJELLSTROM. They have subsided and are becoming more low key. I think we have most of the objections taken care of, most of them are being overcome.

General COOPER. When we testified before the last House Appropriations Committee hearings they didn't raise any particular questions this year.

#### FORT BENNING, GEORGIA

Senator BELLMON. On page 8, military construction at Fort Benning, Ga., extension of the Lindsay Street Parkway.

Can you give us a little feeling of what it is all about?

General COOPER. This is a deficiency authorization for \$528,000 to take care of a condition that occurred during construction of the project. Most of it is built except in one place where we had an earth slide, a bad slide that maybe should have been predicted. They cut back the banks at what now has proven to be too steep of a slope. Later on there

was failure of the banks which collapsed over the roadway. We don't have the funds to take care of that portion where we had this bad slide.

This is a specific deficiency appropriation request so we can complete the project. Right now we have the road finished on both sides of the slide area but there is a stretch in there you can go over only in a jeep so it has not really been opened. The rest of the parkway is not really usable unless we accomplish this portion.

Senator BELLMON. Is this construction being handled by a civilian contractor?

General COOPER. Yes, sir. Essentially all of our construction is handled by civilian contractors.

Senator BELLMON. The contractor is not responsible for the slide?

General COOPER. Not in this case. We always investigate and if it is something the contractor does wrong, we make them pay for it. They have to post a performance bond. But in this case it is not the contractor's fault.

Senator BELLMON. There was a performance bond?

General COOPER. Yes, on the overall project, but that is exercised only if he fails to do what his contract calls for.

Senator BELLMON. Was the fault in the design?

General COOPER. I think the fault was either in the design or in not anticipating—they may not have done enough core samplings along the side of the hill. It is not unusual in Georgia to have something like this happen.

Senator BELLMON. I used to be in the construction business in a small way and when one of my projects fell apart, I had to pick up the tab.

General COOPER. That is right, but if it is not included in the design specifications the responsibility is ours. For example, in dredging, if we told the contractor he would be dredging mud and then if he runs into rock, he has a reasonable basis to come back and ask that we give him the money to make up the difference. This is a comparable case where, at least in the design, we did not predict the contractor would have to cut back as far so it wouldn't slide.

It is just a matter of slope. Our design of the slope was too steep and in this particular area the condition existed so that we did get this slide.

Senator BELLMON. You feel it will take a half million dollars to make a correction, is that right?

General COOPER. Yes, sir.

Senator BELLMON. The contract has roughly 550,000 cubic yards of dirt?

General COOPER. Yes, sir.

Senator BELLMON. Do you expect to pay a dollar a yard to have the dirt removed?

Mr. CARTON. I think it is more than just the dirt actually. We anticipate the actual cost to be about 80 cents a yard for excavation, sir, but additional work would have to be done to make the whole road usable so we have a deficiency of \$528,000.

Senator BELLMON. Then what about the rest of it?

Mr. CARTON. That is included in the rest of it. We had sufficient funds to build a road until we hit the clay-shale formation. We had asked the contractor to lay the road back on a one-to-three slope however the

ground will not stand on a one-to-three slope but has to be laid back on a one-to-ten slope.

Senator BELLMON. Do you let another contract to use this dirt or negotiate with the contractor?

Mr. CARTON. In this particular case, because of the delay in time in getting the funds for additional work, we may have to let a separate contract to finish the job so the original contractor can be released and paid off, otherwise we could run into costs for lengthy extension.

I don't think it has been determined. It will depend on when we can get the funds.

It could be done in a separate contract relatively easily. We know what we have to do in a new job.

Senator BELLMON. It seems you will be in trouble if you don't have competitive bids again.

General COOPER. For a change after completion of the rest of the road, we would normally try for new competitive bids. However, I have not spoken to the contracting officer lately. I know one original plan was to complete the old contract and have new competitive bids.

#### ENGINEERING COORDINATION

Senator BELLMON. From experience, let me ask you a question. Will you be able to avoid "mistakes" in the future?

General COOPER. We should have known enough not to do it in this case, but there will arise certain conditions in some places so that things like this may occur again.

You can't do a complete exploration of all of the cuts and fills ahead of time. It would cost too much in the design work, so it is hard to say that we will never be back for another deficiency of this kind.

I think in this case we certainly will have learned something in the area, particularly if we extend this project. We will spend more design money to be sure this case does not exist. Even if we had not made the mistake in the original estimate, we would have had to add the price for this work. We would have had a much higher original cost because we would have planned to excavate that much more dirt.

Senator BELLMON. Has there ever been any thought given to utilizing local highway departments in assisting in military highway construction in this country? If you have a highway project, do you go out on your own or do you work with the local highway people?

I would imagine the Georgia Highway Department would have known you would encounter some such problems because they had dealings with this over the years and I am saying this because as a Governor I am sure we had in my own State competent highway people.

#### "GEORGIA STATE ONE"

General COOPER. In cases like this, I am sure we consulted with them, but I don't know in fact. I can find out to what extent we consulted with the State of Georgia. This road is called Georgia State One, so it is inconceivable that we would have built it without coordinating to some degree with the Georgia State highway people before we let the contract. But whether we discussed this particular design, I don't know.

[The information follows:]

## LINDSAY CREEK PARKWAY—FORT BENNING, GEORGIA

The Savannah Engineer District coordinates closely with the Georgia Highway Department, especially in connection with civil works projects. The District did not consult with the Georgia Highway Department specifically on the Lindsay Creek Parkway project because the District was quite familiar with the situation and had a great deal of experience and expertise on construction at Fort Benning. It was recognized that the terrain and soil conditions were not particularly well suited for construction of a 4-lane divided highway; however, as a by-pass highway, the roadway had to be located in the general area selected. Because of the adverse soil conditions, the District made a number of design changes, such as changing the slope and moving the road alignment laterally by approximately 100 yards, to minimize the risk of an earth slide. Despite these precautions, the upper slope of the cut did not stabilize, as expected, and a slide occurred. This soil problem is not uncommon in this area. The Highway Department has also experienced similar slides in building its roads.

## CONSTRUCTION COORDINATION

Senator BELLMON. Is that part of the Georgia State highway system?

General COOPER. Yes, sir.

Senator BELLMON. When a road goes through a reservation it is built by the military, not by the local highway or State highway department even when it is part of the State highway system?

General COOPER. That is correct, once it is on the post. Although when it is part of an overall project we would have an arrangement with the public authorities. But this extension to Lindsay Creek Parkway is all on the post and that is the reason we built it.

We do not build State highways but we give the funds to the highway people and let them build it. This is an unusual situation in terms of construction.

## FORT RICHARDSON, ALASKA

Senator BELLMON. On page 9 you have a request for another deficiency authorization at Fort Richardson in Alaska for an amount of \$300,000.

Could you give us a little further explanation?

General COOPER. Yes. Basically, what happened is we entered into a fixed-price arrangement with the State or really with the Greater Anchorage Area Borough that we would pay a portion and they would pay a portion. What happened was later their total costs went up.

In theory we could have said, "Sorry, we agreed on a fixed-price basis and you are going to have to take the rest out of your hide."

We think it would be unfair to the State because it was not malfeasance on their part, but a question of a cost increase greater than anticipated. This amount requested is our fair share of the increase.

Senator BELLMON. \$300,000, does it go to the contractor who already has the contract for the work?

General COOPER. The \$300,000 goes to the Greater Anchorage Borough and I am not sure what portion of that actually goes to the contractor.

Senator BELLMON. Do you know if there will be another competitive contract let? I am thinking of a C5A situation where a company has a contract and we wind up giving more money for a job he is already contracted to do.

Mr. CARTON. Sir, this job is complete and the Borough of Anchorage has, from its own funds, advanced the money to pay for the work.

Senator BELLMON. This will go into the treasury of the city of Anchorage?

General COOPER. Yes, sir. We are paying them back. We don't have to do it legally but morally we think it would be an unfair arrangement otherwise.

Senator BELLMON. Do you happen to know why the increase in cost occurred?

General COOPER. I don't know the details. I think it was primarily an increase because of inflation in costs.

#### SEWAGE PROJECT DEFICIENCY

Senator BELLMON. Could you furnish us with more particulars as to why the increase in cost occurred?

General COOPER. Yes, sir.

[The information follows:]

#### SEWAGE PROJECT DEFICIENCY—FORT RICHARDSON, ALASKA

A delay of about 2 years (from fall of 1967 to fall of 1969) was experienced by the Greater Anchorage Area Borough (GAAB) because of law suits by citizens groups in opposition to the General Obligation Bond Issue proposed for funding of the sewage system.

The government did not obligate the money (\$1,020,927) until September of 1969. Construction was started in 1970 and finished the end of 1972 (about 3 years). Increases in construction costs and spiraling bond interest rates resulted in increases in funds requested by GAAB.

#### BACHELOR HOUSING CRITERIA—PROPOSED CHANGE

Senator BELLMON. General, I would like to ask you a few questions.

The House military construction authorization bill contains a new criteria for barracks which have an impact on design costs on these barracks. What problems do you foresee or does the Army foresee if this criteria is sustained in conference?

General COOPER. A very grave problem. A change in criteria will cost us about \$7.2 million more to build barracks that are of lesser standards. This primarily is because we have to go through a complete redesign of the program, redesign of the barracks. Also we are already building barracks in the Army program authorized and funded in 1973 of the same type we asked for in 1974. You realize that when we think a program project is firm, we start the design so when the funds are authorized and appropriated we can start construction.

The House-proposed change will delay getting the barracks by 8 months and it would cost us more money.

Really, if we complied with the program we would have to come back and ask you for a deficiency authorization and appropriation of \$7.2 million to build a lesser quality barracks.

That is the reason it does not make much sense to us without being disrespectful to the Armed Services Committee.

Senator BELLMON. Lesser quality in terms of what?



General COOPER. In terms you would have four men to a room as opposed to three men to a room for the lower ranks from E-1 through E-4. Based on experience we already have in talking with the troops the thing that is most important in their minds is privacy.

There is some limit you have to reach and three men per room is what the basic criteria of the Department of Defense has specified.

Also a very important consideration is it would be kind of a backward step in the terms of the All-Volunteer Army because we told the soldiers, "We are going to build you new barracks. They are not there yet but this is the type of barracks we are building." Suddenly Congress turns around and says, "We made a mistake last year telling you to build three men to a room, you are going to go back and build four men to a room." The vast majority of the barracks in the program are for the lower ranking enlisted men.

#### ADDITIONAL COSTS

Senator BELLMON. Does the Congress think it would save you money to go from four to three?

General COOPER. Yes, sir, and it would save a small amount of money if we started from the beginning. If we had started designing with four men to a room it is hard to say the world would come to an end if we had four men to a room as opposed to three.

I think it was part of a reaction on the part of people on the subcommittee. It was a different subcommittee in the House Armed Services Committee that heard the bill this year than last year. We had not been through the details with them and I think there was a feeling we were spending too much money to get the All-Volunteer Army although the barracks criteria applied to all of the services. The impact on the Navy is about \$3 million in the 1974 program.

So, it is hard to say why the House proposed the change. We think it is wrong, as I mentioned, because it would cost more money, it would delay our getting the barracks and would be a step backward in terms of what we are providing to the young soldier.

This is important to the young soldier. Leadership is more important, but having good barracks is very important. All of the services agree on that.

Senator BELLMON. And the savings, the benefits, financial benefits, if any, you feel are not significant?

General COOPER. Well, in the 1974 program they are definitely not. Definitely the cost would outstrip any savings and we have to redesign. We would have to throw away the current design.

Senator BELLMON. If it is done it should be after you finish the project for which the designs have been completed.

General COOPER. That is correct, that makes more sense. In the 1975 program we would still argue we want the same basic design, though, because of our feelings about privacy and the flexibility of the present design.

#### BACHELOR ENLISTED HOUSING CRITERIA CHANGE

Senator BELLMON. Are you prepared to make reasonable estimates as to what the savings, if any, would be in going from a three- to a four-man room?

General COOPER. Yes, sir, we made some specific estimates and since the criteria still provide the lower ranks 90 square feet per man we save what would be about a third of a bathroom.

Senator BELLMON. I don't mean to go into the specifics, but can you give them to us?

General COOPER. Yes, we can give them to the committee. The savings are minor. The way we computed the \$7.2 million additional cost is to analyze each barrack and indicate how long it would be delayed and where it was to be built. I have the numbers here specifically but it only saves a third of a bathroom plus the partitions. It is very small saving, around 5 percent.

Senator BELLMON. Including the bathrooms?

General COOPER. Including the bathroom; yes.

Senator BELLMON. General, I was not expecting you to have it at the tip of the tongue but if you gave the facts to the House, I am sure we can get them.

General COOPER. We can add them to the record.

Senator BELLMON. Yes; add them because we may need them if we get into a discussion with the Members about it.

[The information follows:]

IMPACT OF PROPOSED BACHELOR ENLISTED HOUSING CRITERIA CHANGE

## Summary of Increased cost to the Army FY 1974 Program

Additional Design Costs	\$2,188,000
Escalation Costs	<u>7,918,000</u>
Subtotal of Costs	10,106,000
Less Savings in Construction Costs	- <u>2,913,000</u>
NET COST INCREASE	\$7,193,000

Space criteria for bachelor enlisted quarters (BEQ) are as follows:

## a. Present criteria for FY 73 and FY 74:

<u>Grade</u>	<u>Men/Rm.</u>	<u>SF/Man</u>	<u>SF/Rm.</u>	<u>Bath/Rm.</u>
E2-E4	3	90	270	1
E5-E6	2	135	270	1
E7-E9	1	270	270	1

## b. Changed criteria for FY 74 by HASC would provide:

<u>Grade</u>	<u>Men/Rm.</u>	<u>SF/Man</u>	<u>SF/Rm.</u>	<u>Bath/Rm.</u>
E2-E4	4*	90	360*	1
E5-E7*	2	135	270	1
E8-E9	1	270	270	1

\*Changes

The changes first appear to be minor. However, they would have a major impact on the FY 74 Army BEQ program.

a. New designs would be required for all new barracks. Previously prepared standard designs for the larger (over 300 men) complexes would be obsolete. The additional time required to prepare new designs and the resulting cost growth of each project would cost the Government far more than the savings resulting from the reduction in the number of rooms and the decrease in space allowance for E7's. Approximately eight months will be required to redesign the projects at an increased cost to the program of \$7.2 million.

b. Designs based on the HASC criteria would not have the flexibility for troop assignment that is inherent in the present Army design. The Army design is based on one room (270 SF) with bath which will accommodate all grades from E2 through E9. The HASC criteria provide one large room for E2-E4 and a smaller room for E5-E9. Thus, if a transfer of troop units occurs at a post, the grade strengths of the new units may not readily be accommodated in the fixed barracks configuration. Over crowding may result in some instances, underutilization of space in others.

c. Army policy is to quarter intermediate grade NCO's (E5-E6) with the lower grades in the same unit to maintain discipline and control. It would be difficult if not impossible - to configure a barracks (based on HASC criteria) which would suit the many sizes and strengths of the various Army organizational units.

d. The HASC recommended grouping of grades is incompatible with traditional Service grade breakouts. The E7's are among the higher "field grades" of the enlisted ranks. Attainment of the rank of E7 represents many years service and high job responsibility. The HASC proposal to group E7's with E5's and E6's is a serious degradation of the recognition due E7's.

e. The present Army design is readily adapted to repetitive systems construction techniques. The basic 72-man module can be built in any combination of clusters and groups to form complexes ranging in size from 300 men to 3,300 men. This modular, systems approach is favorably considered by construction contractors in bidding on projects. The HASC criteria do not lend themselves to this approach, but rather require special designs for individual buildings to accommodate the different grade strengths.

f. Over \$138 million worth of FY 72 and FY 73 projects, using current criteria, are under construction. Further, an unfortunate impact will

occur at those posts where the FY 74 projects are follow-on, complex completions of FY 73 projects now under construction. Thus, a completed complex will have half of the buildings of one design, and the other half of a different design. The difference in accommodations will be very apparent to the troops quartered in one complex. A similar situation will prevail at several posts if follow-on projects presently proposed for FY 75 program are approved.

g. Necessary redesigns of FY 74 BEQ projects will delay beneficial occupancy of 24,553 programed new barracks spaces by as much as eight months. This will create a serious setback in the Army's effort to provide adequate enlisted housing in an orderly, timely manner.

h. Finally, this reversion to more austere standards will have a most unfavorable effect on the enlisted man or woman. The Army's FY 73 design, which was presented to and strongly endorsed by the Congress, was given the widest possible publicity in the public news media, and the increased amenities for BEQs have been stressed in Army recruitment and retention programs. This regression in standards cannot but generate doubts as to the Government's intentions for the Volunteer Army.

## STATUS OF FUNDS—UNOBLIGATED BALANCES

Senator BELLMON. Let's go to another question. What was the unobligated balance in the military construction carried over from fiscal 1973 to 1974?

General COOPER. \$529.9 million. I don't know if I have that correctly at the tip of my tongue but Mr. Carton has those figures. It is down from the fiscal year 1972 to 1973 carryover which was \$673.9 million.

Senator BELLMON. Normally you carry over an unobligated balance?

General COOPER. Yes, sir.

Senator BELLMON. For what reason?

General COOPER. It is late when we get the appropriations. We can overcome some of that by our design schedule, as we do. We also try to let the construction contract as soon as the project is authorized and funded but it squeezes everything into a 6 months period.

There are also various other reasons we don't obligate funds, such as for pollution abatement projects. We have \$88 million that has been authorized and funded for pollution control projects that we don't know how to build yet. But it is usually due to the fact that our time-scale gets compressed because we don't get the appropriation and authorization at the beginning of the fiscal year.

We normally consider we do pretty well to obligate 60 percent of the moneys in that same fiscal year. But there are several different reasons. I gave you the major ones.

We can do something about this and can probably do even better and we will.

Senator BELLMON. I don't want to press you. I don't want to give you the impression I feel or the Congress feels the military should use undue haste in getting the money expended, but I think this way it is more expeditious.

General COOPER. If we think a project at a particular post, that 6 months from now might be recommended to be closed or cut down, is not needed, we would put a hold on that project and not proceed with design or construction.

Senator BELLMON. That is why I asked the question about the fairly large facilities expenditures in NATO. None of us know what will happen from the talks, but if it turns out we do return back some of our troops I hope you consider whether or not it shows a need for future facilities and the impact on same.

General COOPER. Yes, sir, we do.

## MINOR CONSTRUCTION

Senator BELLMON. Was there a carryover in the minor construction account from fiscal 1973 and how much is being requested this year for minor construction?

Mr. CARTON. The carryover was \$4.1 million from fiscal 1973 into fiscal 1974. The carryover for the prior year was \$4.7 million so we have somewhat reduced the carryover.

General COOPER. What we are requesting this year is \$15 million. That is a change in our recent submission. We answered the first part of the question and I think the second part is changed.

Senator BELLMON. For my enlightenment, and I am sure there are more experienced people in this, but could you define the term "minor construction"?

General COOPER. Minor construction concerns those projects not over \$300,000 that come up on such a time schedule that you can't fit it into the normal military construction program.

We refer to them as urgent minor projects. They are limited by the dollar cost of \$300,000 and they are limited by the fact you don't have time to go through the normal programming process.

Senator BELLMON. Could you describe briefly what kind of project?

General COOPER. For example, as part of a reorganization where we might close down a post, we would move some portion of the functions over to another post but might have to build some facilities, or fix up some buildings that are not being used.

We usually put in a minor project for that if time and the requirements are critical, for example to rehabilitate some of the barracks. In some cases we might have to improve World War II barracks although we prefer not to use temporary structures. We can give you a complete list of minor construction projects.

General Kjellstrom wrote a note "storm damage." Say if you have a washout in some places and it does not come under operations and maintenance funding, you can use minor construction. All of these projects over \$50,000 are approved by the Office of the Secretary of the Army or the Secretary of Defense. We don't approve them at the local level except for the smaller projects.

Senator BELLMON. The cave-in in the road in Georgia was too large to be handled like this?

General COOPER. Yes, sir, that was \$500,000. We would not hook a minor construction project onto a project that has been specifically authorized. We are not allowed to supplement any funded projects.

You can't come in, say you have a project of \$1 million, and try to do it in three or four steps for \$300,000 each. The project is supposed to be complete in itself. You always have commanders who don't recognize that, but if we ever started misusing minor construction funds Congress will come back and say, "You have to come to us for the authorization."

Senator BELLMON. Do you make an accounting of where the minor construction funds might have been used?

General COOPER. Yes, sir, I am sure we submit a list to Congress.

Senator BELLMON. I understand that the committee does get a report?

General COOPER. Yes, sir.

#### PLANNING AND DESIGN

Senator BELLMON. Did the Army carryover any monies from fiscal year 1973 into the fiscal 1974 account and how much are you asking for planning in this year's construction bill?

Mr. CARTON. Sir, we carry over into fiscal 1974 the sum of \$5.7 million in the planning account and are requesting \$39 million in new appropriations.

Senator BELLMON. Can you explain again why the \$5.7 million was left over?

Mr. CARTON. Yes, sir. These are our planning funds which are distributed from the Department of the Army to various districts and divisions which do design work on the projects.

It is spread worldwide and while we would normally expect to carry over about \$2 to \$3 million this year, we were a little late on obligating some of the projects for major hospital design that we had anticipated would be awarded before June 30. We are obligating those funds now for the major hospital program that we have planned for future years. We would anticipate that our carryover into fiscal 1975 will be reduced to about our normal \$2 to \$3 million level.

Senator BELLMON. So this would give you a total program for this year of about \$44 million?

Mr. CARTON. That is correct, sir, and we would plan to obligate about \$41 million of that.

#### DEFENSE ACCESS ROADS

Senator BELLMON. Did the Army receive all of the money it asked for in the access road account in this year's bill?

General COOPER. We didn't ask for any funds in this fiscal year's bill on the access roads. We do have some funds that were left over from the previous years in the access roads, and we plan to take care of two small projects.

Senator BELLMON. Do you have road projects that could be undertaken if funds were available?

General COOPER. Yes, sir, we have two that we have tentatively in our 1975 program which we could move up to the 1974 program, one at Dugway Proving Grounds and one at the White Sands Missile Range which add up to about \$1.5 million. This could well be spent in the 1974 program.

Senator BELLMON. I don't know if I ask a proper question, but did you have the request for these funds in your budget when it was first developed and was it taken out by OMB?

General COOPER. No, sir; they were not taken out by OMB. We didn't request them. We work with MTMTS, Military Traffic Management and Terminal Service. They are the ones who handle the program for us.

You understand the access roads are things that connect the post to a main highway. It is my understanding that what we do with those funds is turn them over to the State and Federal Highway Administration to actually construct the projects. We didn't ask for these two projects primarily because the MTMTS people had not asked us for them at that time. They were not fully identified and not that urgent. They are required and we did plan to put them in the 1975 program. Any time we go through the total budget there are some things that have higher priorities and other items must be delayed.

Senator BELLMON. The Congress or the committee felt if you were inclined to do so you could add \$1½ million to these two?

General COOPER. Yes, sir. As a matter of fact, if you added \$2 million, it would give us some carryover because with those two fiscal 1975 projects plus two we had planned in Georgia and Fort Leonard Wood, funds previously authorized would be nearly wiped out.

Senator BELLMON. You would like to have \$2 million?

General COOPER. Yes.



## DEPARTMENT OF THE NAVY

### STATEMENT OF ADMIRAL ISELIN, CEC, USN, COMMANDER, NAVAL FACILITIES ENGINEERING COMMAND.

ACCOMPANIED BY ROY MARKON, DEPUTY ASSISTANT COMMANDER  
FOR REAL ESTATE, NAVAL FACILITIES ENGINEERING COM-  
MAND

#### INTRODUCTION OF ASSOCIATES

Senator BELLMON. We will now call on the witnesses for the Navy. Admiral Iselin, you have a lengthy statement and you could insert the whole statement, if you would like, or you can read it.

Admiral ISELIN. I do have a brief of the statement and I could make the rest of it available for the record.

Senator BELLMON. That will be fine.

Do you wish to introduce those with you?

Admiral ISELIN. Yes, sir.

Mr. Chairman and members of the committee:

I am Rear Adm. Donald G. Iselin, vice commander of the Naval Facilities Engineering Command.

I consider it an honor and privilege to review the Navy's fiscal year 1974 military construction appropriations budget with the committee.

Lt. Col. V. D. Stauch, U.S. Marine Corps is on my right and is present to respond to questions on the Marine Corps portion of the program.

On my left is Commander Kirkpatrick, Naval Facilities Engineering Command, and on my right is Captain Watson, Naval Facilities Engineering Command.

Senator BELLMON. It is nice to have you gentlemen with us.

Admiral ISELIN. Thank you, sir.

#### NAVY PROGRAM

The budget requested new military construction authorization of \$626,842,000, told direct program appropriations of \$697,400,000 and new budget authority of \$685,400,000. The appropriations request for fiscal year 1973 was \$554.2 million, and the amount appropriated was \$517.6 million.

The projects for new authorization were the subject of joint hearings between your committee and the Senate Armed Services Committee. Therefore I will limit my remarks to the five projects currently being considered by the Congress for addition to the authorization bill (table 1 below), a restoration of damaged facilities project, a land acquisition project at the Naval Air Station, Jacksonville, the requirement for increased planning and design funds, an unfunded prior year authorizations project and amendments to prior year authorizations.

#### PROJECT DOCUMENTS

A project document for each of the projects is in the program book provided for the hearing. The formal appropriations request for each project is being processed by the Department of Defense at this time.

As you request, Senator, I will place the rest of the detailed discussion on these projects from the following pages in the record.

[The document follows:]

TABLE I

FY 1974 NAVY MILITARY CONSTRUCTION PROGRAMAUTHORIZATION ADDITIONS-(PENDING)(DOLLARS IN THOUSANDS)COSTURGENT EMERGENCY CONSTRUCTION

NAVAL SUPPORT OFFICE, ATHENS, GREECE

AIRCRAFT SUPPORT FACILITIES

\$ 1,948

CONGRESSIONAL ADD-ONS

NAVAL STATION, NORFOLK, VA

LAND ACQUISITION (AMENDMENT)

3,400

NAVAL COMMUNICATION TRAINING CENTER, PENSACOLA, FL

PETTY OFFICERS MESS

831

NAVAL AIR STATION, WHITING FIELD, FL

OUTLYING FIELDS

1,400

NAVAL COMPLEX, PUERTO RICO

ATLANTIC FLEET WEAPONS RANGE RELOCATION

12,000

\$19,579

THE FIRST CONGRESSIONAL ADD-ON PROJECT IS THE AIRCRAFT SUPPORT FACILITIES PROJECT, IN THE AMOUNT OF 1 MILLION, 948 THOUSAND DOLLARDS AT THE NAVAL SUPPORT OFFICE ATHENS, GREECE.

THE SECRETARY OF DEFENSE HAS APPROVED THE NAVY'S PLAN TO HOMEPORT AN AIRCRAFT CARRIER AND A CARRIER AIR WING AT ATHENS, GREECE. THE CHIEF OF NAVAL OPERATIONS HAS STATED THAT HOME-PORTING A CARRIER IN GREECE IS ESSENTIAL TO MEETING OUR NATO COMMITMENT OF MAINTAINING TWO CARRIER TASK GROUPS IN THE MEDITERRANEAN. THE PROPOSED PROJECT PROVIDES THE MINIMUM ESSENTIAL FACILITIES NECESSARY FOR SHORE BASING AND MAINTENANCE OF 24 AIRCRAFT DURING THE FOUR PERIODS ANNUALLY WHEN THE CARRIER MUST UNDERGO MAINTENANCE AND REPAIRS AT ANCHOR.

THE NEXT PROJECT IS AN AMENDMENT OF 3 MILLION, 400 THOUSAND DOLLARS FOR THE LAND ACQUISITION PROJECT AUTHORIZED IN FY 1972 AT THE NAVAL STATION, NORFOLK VIRGINIA. THIS PROJECT WAS ORIGINALLY AUTHORIZED AND FUNDED AT 18 MILLION, 450 THOUSAND DOLLARS. THE INTENT OF THE ORIGINAL ESTIMATE WAS TO ACQUIRE THE LAND AND PERMIT TENANTS TO REMAIN UNAFFECTED UNTIL SUCH TIME AS IT BECAME NECESSARY TO USE THEIR PARTICULAR AREA FOR CONSTRUCTION PURPOSES. THIS AMENDMENT WILL GIVE THE NAVY AUTHORITY TO ACQUIRE THE LEASE HOLD INTERESTS OF TENANTS OF SUBJECT LAND AND TO PAY APPROPRIATE RESETTLEMENT AND RELOCATION COSTS TO THE TENANTS AS AUTHORIZED BY PL 91-646, THE UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970.

THE THIRD ADD-ON PROJECT IS A PROJECT FOR A PETTY OFFICERS MESS IN THE AMOUNT OF 831 THOUSAND DOLLARS AT THE NAVAL COMMUNICATIONS TRAINING CENTER, PENSACOLA, FLORIDA.

THE MILITARY PERSONNEL LOADING AT THE NAVAL COMMUNICATIONS TRAINING CENTER, PENSACOLA WILL BEGIN A DRASTIC INCREASE, APPROXIMATELY APRIL, 1975. THIS INCREASE WILL BE THE RESULT OF RELOCATING AND CONSOLIDATING THE ELECTRONIC WARFARE TRAINING AT THE NAVAL COMMUNICATIONS TRAINING CENTER, PENSACOLA AND THE OPENING OF THE NEW 310 BED HOSPITAL PRESENTLY UNDER CONSTRUCTION ONBOARD THE NAVAL COMMUNICATIONS TRAINING CENTER, PENSACOLA. EVENTUALLY THE ENLISTED LOADING WILL ALMOST QUADRUPLE THE PRESENT LOADING. THE PRESENT PETTY OFFICERS CLUB IS LOCATED IN A CONVERTED NAVY EXCHANGE/CAFETERIA WHICH WAS CONSTRUCTED IN 1934. THE CONVERSION TO A PETTY OFFICERS CLUB WAS ACCOMPLISHED WITH SELF-HELP LABOR AT MINIMAL COST. THE EXISTING CLUB PROVIDES ONLY ONE-THIRD OF THE REQUIRED SPACE. EXPANSION IS NOT FEASIBLE BECAUSE ADJACENT NEEDED FACILITIES WOULD HAVE TO BE DEMOLISHED. WITHOUT THIS RECREATION PROJECT, MORALE WILL BE DIMINISHED

AND WILL RESULT IN DECREASED EFFICIENCY OF CRITICAL TRAINING. IF THIS PROJECT IS DEFERRED BEYOND THIS FISCAL YEAR, IT WILL NOT BE READY TO ACCOMMODATE THE LOADING INCREASE WHICH WILL BEGIN IN 1975.

THE NEXT ADD-ON PROJECT IS THE OUTLYING FIELDS INCLUDING LAND ACQUISITION PROJECT IN THE AMOUNT OF 1 MILLION, 400 THOUSAND AT THE NAVAL AIR STATION, WHITING FIELD, FLORIDA. THIS PROJECT IS REQUIRED TO PROVIDE THE FOUR OUTLYING FIELDS NEEDED TO SUPPORT HELICOPTER TRAINING BEING TRANSFERRED FROM THE NAVAL AIR STATION, ELLYSON FIELD, TO THE NAVAL AIR STATION, WHITING FIELD IN DECEMBER 1973.

THE FINAL ADD-ON PROJECT, IN THE AMOUNT OF 12 MILLION DOLLARS, IS FOR A PROJECT TO RELOCATE WEAPONS RANGES FROM CULEBRA COMPLEX FOR THE ATLANTIC FLEET WEAPONS RANGE, NAVAL COMPLEX, PUERTO RICO. THIS PROJECT IS NEEDED TO EXECUTE AN ORDER OF THE SECRETARY OF DEFENSE DATED MAY 24, 1973 THAT TRAINING ACTIVITIES BE MOVED FROM CULEBRA TO DESECHEO AND MONITO.

UNDER THE CATEGORY OF RESTORATION OF DAMAGED FACILITIES, THE NAVY IS SEEKING APPROPRIATIONS FOR ONE PROJECT FOR THE RESTORATION OF A COMMISSARY STORE AT THE NAVAL SUPPLY CORPS SCHOOL, ATHENS, GEORGIA THAT WAS SEVERLY DAMAGED BY A TORNADO ON MAY 28, 1973. THE PROJECT COST IS 120 THOUSAND DOLLARS.

IN THE CONTINUING AUTHORIZATIONS AND "OTHER" CATEGORY, I WOULD LIKE TO FIRST DESCRIBE THE PRESENT REQUIREMENTS FOR APPROPRIATIONS FOR THE LAND ACQUISITION PROJECT AT THE NAVAL AIR STATION JACKSONVILLE, FLORIDA. AUTHORIZATION ONLY WAS INITIALLY REQUESTED FOR THIS PROJECT BECAUSE THE NAVY PLANNED TO EXCHANGE SOME 142 ACRES IN THE JACKSONVILLE AREA FOR THE 365 ACRES TO BE ACQUIRED BY SUBJECT PROJECT.

DURING THE GENERAL SERVICES ADMINISTRATION SCREENING PROCESS WITH OTHER FEDERAL AGENCIES, THE ARMY CORPS OF ENGINEERS REQUESTED THE BULK OF THE LAND TO BE USED IN EXCHANGE FOR DUMPING DREDGED MATERIALS IN CONNECTION WITH ITS WORK OF MAINTAINING THE JACKSONVILLE HARBOR. THE USE OF THIS LAND BY THE ARMY CORPS OF ENGINEERS WILL RESULT IN A CONSIDERABLE SAVINGS IN ARMY OPERATING COSTS. THE GENERAL SERVICES ADMINISTRATION HAS SEARCHED ITS INVENTORY AND FOUND NO OTHER LANDS THAT CAN BE USED IN PLACE OF THE LAND REQUESTED BY THE CORPS OF ENGINEERS.

ORIGINALLY THIS PROJECT WAS TO BE ACCOMPLISHED BY A LAND EXCHANGE WITHOUT APPROPRIATIONS. BASED ON THE ARMY'S REQUIREMENTS, APPROPRIATIONS OF 2 MILLION, 800 THOUSAND DOLLARS WILL BE REQUIRED TO SUPPORT THE AUTHORIZATION TO ACQUIRE THE LANDS.

UNDER CONTINUING AUTHORIZATIONS WHICH INCLUDES APPROPRIATIONS FOR URGENT MINOR CONSTRUCTION, ACCESS ROADS AND PLANNING AND DESIGN, I WOULD LIKE TO LIMIT MY REMARKS TO THE NEED FOR AN INCREASE IN FUNDS FOR PLANNING AND DESIGN.

THE ORIGINAL APPROPRIATIONS REQUEST FOR PLANNING AND DESIGN BY THE NAVY IN THE FISCAL YEAR 1974 MILITARY CONSTRUCTION PROGRAM WAS 53 MILLION, 800 THOUSAND DOLLARS. THE NAVY HAS A PLANNING AND DESIGN FUND DEFICIENCY OF 4 MILLION DOLLARS. THIS DEFICIENCY IS DUE PRIMARILY TO THE ACCELERATION OF THE MEDICAL FACILITIES MODERNIZATION AND POLLUTION ABATEMENT PROGRAMS.

WITHOUT AN INCREASE IN THE APPROPRIATIONS FOR PLANNING AND DESIGN THE NAVY MUST DEFER 4 MILLION DOLLARS OF DESIGN EFFORT UNTIL THE FOLLOWING FISCAL YEAR. THIS WOULD HAVE THE END EFFECT OF DELAYING THE START OF SOME CONSTRUCTION CONTRACTS WITH THE RESULTANT ESCALATED COST OF CONSTRUCTION AND DELAY OF PROJECT AVAILABILITY.

THIS YEAR WE ARE REQUESTING APPROPRIATIONS FOR ONE PROJECT THAT WAS AUTHORIZED IN FY 1973, BUT FUNDING WAS DENIED. THIS PROJECT IS AN AVIONICS FACILITY AT THE NAVAL AIR STATION, NORTH ISLAND, WITH A COST OF 1 MILLION, 640 THOUSAND DOLLARS. THE NAVAL AIR STATION IS THE HOMEPORT FOR THE NAVY'S WEST COAST DEPLOYABLE CARRIER ANTI-SUBMARINE (S-2 and S-3A) SQUADRONS AND THE HELICOPTER ANTI-SUBMARINE SQUADRONS BEING RELOCATED TO NORTH ISLAND AS A PART OF THE SHORE ESTABLISHMENT REALIGNMENT. THE AVIONICS FACILITY IS REQUIRED FOR MAINTENANCE OF THE MAGNETOMETER COMMUNICATIONS, NAVIGATION, SONAR, RADAR AND OTHER ELECTRONIC EQUIPMENT AND SENSORS ON THE EQUIPMENT NOW SUPPORTED, AND ON THE NEW EVEN MORE COMPLEX S-3A WHICH IS SCHEDULED FOR FLEET INTRODUCTION IN MARCH 1974.

THE FINAL CATEGORY OF PROJECTS IS AMENDMENTS TO PRIOR YEAR AUTHORIZATIONS. THE NAVY ORIGINALLY REQUESTED TWO AMENDMENTS TOTALING 2 MILLION, 434 THOUSAND DOLLARS. UNDER THE PROGRAM CHANGE THREE ADDITIONAL AMENDMENTS WERE REQUESTED IN THE AMOUNT OF 3 MILLION, 284 THOUSAND DOLLARS FOR A NEW AMENDMENT TOTAL OF FIVE AMENDMENTS WITH A TOTAL COST OF 5 MILLION, 718 THOUSAND DOLLARS. THE ARMED SERVICES COMMITTEES DENIED ONE OF THE FIVE AMENDMENTS IN THE AMOUNT OF 448 THOUSAND DOLLARS AND ADDED TWO AMENDMENTS TOTALING 4 MILLION, 172 THOUSAND DOLLARS. THE NEW AMENDMENTS TOTAL IS 9 MILLION, 442 THOUSAND DOLLARS, BUT FUNDING OF ONLY 8 MILLION, 670 THOUSAND DOLLARS IS REQUIRED SINCE THE LAND ACQUISITION PROJECT AT THE NAVAL AIR STATION, MIRAMAR, CALIFORNIA WILL BE ACHIEVED BY AN EXCHANGE OF AN EQUAL VALUE OF EXCESS GOVERNMENT LANDS. THE AMENDMENT FOR THIS LAND ACQUISITION PROJECT IS IN THE AMOUNT OF 772 THOUSAND DOLLARS.

MY REVIEW OF THE PROJECTS THAT HAVE NOT PREVIOUSLY BEEN REVIEWED BY THE COMMITTEE IS COMPLETED.

## PREPARED STATEMENT

Admiral ISELIN. I would like to say that projects included in this year's military construction budget are all high priority projects and we therefore solicit your support for a fully funded Naval Military Construction Program.

I would like at this point to provide an additional prepared statement for the record on important elements of this year's program which relate these elements to other Navy budgets that have been considered by members of the committee.

Senator BELLMON. We will receive that information.

[The statement follows:]

PRESENTATION OF REQUIREMENTS

I WILL DEPART FROM THE PROCEDURE USED IN PRESENTING THE PROGRAM FOR THE LAST COUPLE OF YEARS. I WOULD LIKE TO COMMENT ON THE IMPORTANT ELEMENTS OF THIS PROGRAM, AND RELATE THESE ELEMENTS TO OTHER NAVY BUDGETS EXAMINED BY MEMBERS OF THE COMMITTEE.

I WILL DISCUSS MILITARY CONSTRUCTION PROJECTS ASSOCIATED WITH:

- STRATEGIC FORCES (WHICH IS PRIMARILY TRIDENT)
- AN ALL-VOLUNTEER FORCE
- MAJOR WEAPONS SYSTEMS
- POLLUTION ABATEMENT
- NEW TECHNOLOGY
- TRAINING FACILITIES

STRATEGIC FORCES

UNDER STRATEGIC FORCES, 118 MILLION DOLLARS IS REQUESTED TO INITIATE CONSTRUCTION OF A TRIDENT REFIT COMPLEX AND FACILITIES FOR FLIGHT TESTING THE TRIDENT MISSILE. THE FACILITIES REQUESTED THIS YEAR ARE ESSENTIAL FOR MEETING THE INITIAL OPERATIONAL CAPABILITY DATE OF LATE CALENDAR YEAR 1973 FOR THIS WEAPONS SYSTEM.

ALL-VOLUNTEER FORCE

PROJECTS THAT WILL ASSIST THE NAVY IN ACHIEVING AND MAINTAINING ALL-VOLUNTEER FORCE ARE PROJECTS IN THE CATEGORIES OF BACHELOR HOUSING, COMMUNITY SUPPORT FACILITIES (WHICH ARE CLUBS, EXCHANGES, COMMISSARY STORES, AND RECREATIONAL FACILITIES), MEDICAL FACILITIES AND COLD IRON FACILITIES. COLD IRON FACILITIES ARE SHORESIDE UTILITIES WHICH ENABLE A SHIP IN PORT TO SHUT DOWN ITS BOILER PLANT AND ELECTRICAL GENERATION EQUIPMENT. PROJECTS ASSOCIATED WITH AN ALL-VOLUNTEER FORCE CONSTITUTE APPROXIMATELY 1/4 OF THE PROGRAM.

BACHELOR HOUSING

TAKING EACH OF THE PROGRAMS RELATED TO AN ALL-VOLUNTEER FORCE IN ORDER, THIS YEAR'S BACHELOR HOUSING PROGRAM REQUESTED 80 MILLION DOLLARS FOR PROVIDING BACHELOR HOUSING AND MESSING FACILITIES. THIS IS A REDUCTION FROM LAST YEAR'S APPROPRIATIONS FOR BACHELOR HOUSING, HOWEVER THE EMPHASIS PLACED ON BACHELOR HOUSING THE LAST COUPLE OF YEARS STILL EXISTS, WITH BACHELOR HOUSING CONSTITUTING ABOUT 13 PERCENT OF THIS YEAR'S APPROPRIATIONS REQUEST.

COMMUNITY SUPPORT FACILITIES

COMMUNITY SUPPORT FACILITIES - NAVY EXCHANGES, COMMISSARIES, AND CLUBS PROVIDE SOME BENEFITS TRADITIONAL WITH SERVICE LIFE. FACILITIES FOR RECREATION AND WELFARE ARE NECESSARY TO PROVIDE STIMULATING LEISURE ACTIVITIES FOR NAVY PERSONNEL COMPARABLE TO THOSE OF THEIR CIVILIAN CONTEMPORARIES. THESE FACILITIES HAVE RECEIVED A MINIMUM OF FUNDING THE LAST SEVERAL YEARS.

MEDICAL PROGRAM

THE MEDICAL PROGRAM REQUESTED THIS YEAR REPRESENTS A SIGNIFICANT INCREASE OVER THE PROGRAM APPROPRIATED LAST YEAR. IT HAS LONG BEEN RECOGNIZED THAT ONE OF THE MAJOR BENEFITS



OF MILITARY SERVICE IS COMPLETE MEDICAL CARE. THERE IS A RECOGNITION WITHIN THE DEFENSE DEPARTMENT OF A SERIOUS NEED TO UPGRADE MEDICAL FACILITIES SO THAT THE DELIVERY OF MEDICAL CARE WILL BE IMPROVED. THE QUALITY OF MEDICAL CARE HAS ALWAYS REMAINED HIGH, BUT THE DELIVERY OF MEDICAL CARE HAS LEFT SOMETHING TO BE DESIRED FOR THE LAST SEVERAL YEARS. SOME OF THE INEFFICIENCIES IN OUR PRESENT HEALTH CARE SYSTEM STEM FROM THE INADEQUATE FACILITIES IN WHICH MANY OF OUR PHYSICIANS AND DENTISTS ARE REQUIRED TO PRACTICE THEIR PROFESSION. MEDICAL FACILITIES THAT ARE UNDESIRABLE FROM A PROFESSIONAL STANDPOINT HAVE AN ADVERSE EFFECT ON MEDICAL OFFICER RETENTION.

#### COLD IRON PROGRAM

THE COLD IRON PROGRAM IS DIRECTED TOWARD REDUCING WATCH STANDING REQUIREMENTS WHEN A SHIP IS IN PORT, AND THEREBY MAXIMIZING THE AMOUNT OF TIME SHIPS' PERSONNEL MAY SPEND WITH THEIR FAMILIES. THE PROVISION OF UTILITIES FROM THE SHORE ALSO PROVIDES BENEFITS IN SHIPBOARD EQUIPMENT MAINTENANCE AND FLEET READINESS AND THE CONSERVATION OF SCARCE PETROLEUM RESOURCES. LAST YEAR 23 MILLION DOLLARS WAS APPROPRIATED FOR 14 PROJECTS. THIS YEAR'S PROGRAM REQUESTS 26 MILLION DOLLARS FOR 6 PIER AND BERTHING WHARF UTILITIES PROJECTS, ONE BERTHING PIER PROJECT, AND ONE PROJECT FOR EXPANSION OF A STEAM DISTRIBUTION SYSTEM.

#### MAJOR WEAPONS SYSTEMS

REQUESTED FOR MAJOR WEAPONS SYSTEMS THIS YEAR IS 10 MILLION DOLLARS, EXCLUDING TRIDENT. AN AIRCRAFT SYSTEMS TRAINING BUILDING IS REQUESTED AT THE NAVAL AIR STATION, OCEANA, VIRGINIA FOR THE F-14 SUPERSONIC JET CARRIER BASED FIGHTER AIRCRAFT. FOR THE A-7E ATTACK AIRCRAFT, AN INTEGRATED AVIONICS SHOP IS REQUESTED AT THE NAVAL AIR STATION, LEMOORE,

CALIFORNIA. AT THE NAVAL AIR STATION, NORTH ISLAND, CALIFORNIA, AN AVIONICS FACILITIES PROJECT IS REQUESTED FOR THE S-3A LONG RANGE ANTI-SUBMARINE WARFARE AIRCRAFT. FOR THE MARK 48 TORPEDO, A TORPEDO OVERHAUL SHOP IS REQUESTED AT THE NAVAL WEAPONS STATION, YORKTOWN, VIRGINIA. THIS YEAR'S REQUEST FOR MAJOR WEAPONS SYSTEMS IS SLIGHTLY LESS THAN THE 11 MILLION DOLLARS APPROPRIATED LAST YEAR. THIS ELEMENT IS SIGNIFICANTLY LARGER THAN LAST YEAR WHEN TRIDENT FACILITIES ARE INCLUDED.

#### POLLUTION ABATEMENT

THIS YEAR'S REQUEST FOR 86 MILLION DOLLARS CONTINUES AN AGGRESSIVE PROGRAM INITIATED BY THE NAVY IN 1968 TO ABATE AIR AND WATER POLLUTION AT NAVAL AND MARINE CORPS INSTALLATIONS. THE CONGRESS HAS GIVEN STRONG SUPPORT TO OUR REQUEST AND APPROPRIATED, THROUGH FY 1973, 198 MILLION DOLLARS FOR POLLUTION ABATEMENT FACILITIES. THE BREAKDOWN BETWEEN AIR AND WATER POLLUTION ABATEMENT FACILITIES IS 52 AND 146 MILLION DOLLARS, RESPECTIVELY.

FOR AIR POLLUTION ABATEMENT THE NAVY HAS PROGRAMMED 27.5 MILLION DOLLARS FOR 17 FACILITIES AT 14 NAVAL AND MARINE CORPS INSTALLATIONS. EIGHT FACILITIES COSTING APPROXIMATELY 18 MILLION DOLLARS ARE FOR CONTROL OF THE PARTICULATE AND CHEMICAL FUME EMISSIONS PRODUCED IN THE INDUSTRIAL OPERATION OF COATING METAL SURFACES. THREE FACILITIES WILL IMPROVE BOILER PLANT EMISSIONS THROUGH FUEL CONVERSIONS. ROUNDING OUT THE AIR POLLUTION ABATEMENT FACILITIES ARE FOUR FACILITIES TO IMPROVE AIR EMISSIONS AND TWO PIPE INSULATION WORKING FACILITIES.

FOR WATER POLLUTION ABATEMENT, FUNDING IS REQUESTED IN THE AMOUNT OF 58.8 MILLION DOLLARS FOR 45 FACILITIES AT 39 NAVAL AND MARINE CORPS INSTALLATIONS. A MAJOR PORTION OF THIS REQUEST IS FOR CONSTRUCTION OF PIER SEWERS FOR

COLLECTION OF SANITARY WASTES FROM SHIPS IN PORT. IN THIS, THE SECOND YEAR OF A FIVE-YEAR PROGRAM FOR CONSTRUCTING DISPOSAL ASHORE FACILITIES, THERE ARE 13 FACILITIES COSTING APPROXIMATELY 34 MILLION DOLLARS. THE PIER SEWERS ARE PLANNED TO COINCIDE WITH SCHEDULED SHIP ALTERATIONS. THERE ARE 8 FACILITIES FOR HANDLING OF FUELS AND COLLECTION, TREATMENT, AND DISPOSAL OF OILS AND OILY WASTE PRODUCTS, FROM SHIPS AND SHORE INSTALLATIONS. THERE ARE 3 MUNICIPAL SEWER CONNECTIONS, 11 IMPROVEMENTS TO SEWER SYSTEMS AND TREATMENT PLANTS, 7 FACILITIES FOR COLLECTION AND TREATMENT OF INDUSTRIAL WASTES, AND 2 FACILITIES FOR TREATMENT OF FILTER BACKWASH WATER AT WATER TREATMENT PLANTS. THE OTHER SIGNIFICANT AND SLIGHTLY UNIQUE FACILITY IS THE PROVISION OF A FACILITY TO DISPOSE OF UNSERVICEABLE AMMUNITION THAT MAY NO LONGER BE DISPOSED OF BY DEEP WATER OCEAN DUMPING. IN LOOKING AHEAD, WE EXPECT OVER THE NEXT FEW YEARS TO CONSTRUCT ADDITIONAL FACILITIES TO TRANSFER SHIP WASTES ASHORE. BASED ON TECHNOLOGY NOW IN THE RESEARCH AND DEVELOPMENT STAGE, FACILITIES WILL BE REQUIRED TO CONTROL SMOKE AND GASES FROM JET ENGINE TEST CELLS. ADDITIONAL AIR, WATER, AND FOR THE FIRST TIME, NOISE POLLUTION CONTROL FACILITIES WILL BE REQUIRED TO MEET STANDARDS NOW BEING ESTABLISHED UNDER THE "BEST PRACTICABLE" AND BEST "AVAILABLE" TECHNOLOGY REQUIREMENTS OF FEDERAL POLLUTION CONTROL ACTS.

IN SUMMARY, WE HAVE MADE CONSIDERABLE PROGRESS WITH OUR POLLUTION ABATEMENT PROGRAMS, BUT WE ALSO EXPECT, FOR THE REASONS PROVIDED ABOVE, A SIGNIFICANT POLLUTION ABATEMENT PROGRAM FOR THE NEXT SEVERAL YEARS..

#### NEW TECHNOLOGY

FOR THE ELEMENT NEW TECHNOLOGY, THIS YEAR'S PROGRAM ALLOCATED APPROXIMATELY 4 PERCENT FOR RESEARCH, DEVELOPMENT, TEST AND EVALUATION FACILITIES ASSOCIATED WITH UNDERWATER ACOUSTIC

SURVEILLANCE, COMMUNICATIONS, MANNED UNDERWATER SYSTEMS, AND COASTAL REGION WARFARE. THIS EXCLUDES

RDT&E FACILITIES ASSOCIATED WITH THE TRIDENT MISSILE, SINCE ALL TRIDENT FACILITIES ARE INCLUDED UNDER THE STRATEGIC FORCES ELEMENT. TO ADVANCE BASIC RESEARCH IN UNDERWATER SURVEILLANCE, AN ACOUSTIC RESEARCH FACILITY HAS BEEN REQUESTED FOR THE NAVAL RESEARCH LABORATORY, WASHINGTON, D.C. UNDERSEA SURVEILLANCE RESEARCH HAS THE OBJECTIVE OF INCREASING THE NAVY'S CAPABILITY FOR ACOUSTIC SURVEILLANCE OF SUBMARINES. THIS RESEARCH IS DIRECTED TOWARD TECHNIQUES UTILIZING LARGE, HIGH POWER, LOW FREQUENCY ACOUSTIC ENERGY SOURCES AND LARGE RECEIVER ARRAYS. THE BASIC RESEARCH FINDINGS OF THE NAVAL RESEARCH LABORATORY WILL BE USED BY PERSONNEL OF THE NEW LONDON LABORATORY OF THE NAVAL UNDERWATER SYSTEMS CENTER. THE NEW ENGINEERING BUILDING REQUESTED AT NEW LONDON IS NEEDED FOR PERSONNEL ENGAGED IN THE RESEARCH AND DEVELOPMENT OF SONAR SYSTEMS, AND IMPROVED UNDERWATER ACOUSTIC SENSORS FOR ANTI-SUBMARINE WARFARE SHIPS. THE DEVELOPMENT OF PROTOTYPES OF ACOUSTIC ENERGY TRANSMITTING AND RECEIVING (TRANSDUCER) COMPONENTS WILL ALSO BE PERFORMED IN THE ENGINEERING BUILDING. OTHER RDT&E TO BE PERFORMED IN THE ENGINEERING BUILDING IS IN THE FIELDS OF THE GENERATION OF SPURIOUS SIGNALS AND ELECTROMAGNETIC SILENCING FOR JAMMING SYSTEMS. THE ACOUSTIC RDT&E TO BE PERFORMED IN BOTH FACILITIES SHOULD FIND DIRECT APPLICATION IN THE TRIDENT WEAPON SYSTEM.

IN THE COMMUNICATIONS AREA, AN ELECTRONICS DEVELOPMENT AND TESTING LABORATORY IS REQUESTED AT THE NAVAL ELECTRONICS LABORATORY, SAN DIEGO. THIS LABORATORY IS NEEDED FOR EFFECTIVE DEVELOPMENT AND "TRY-BEFORE-BUY" PERFORMANCE TESTING OF ELECTRONIC COMMAND CONTROL, COMMUNICATION AND SURVEILLANCE SYSTEMS FOR THE NEW GUIDED MISSILE FRIGATES, DESTROYERS,

AMPHIBIOUS ASSAULT SHIPS, AND TRIDENT SUBMARINE.

A FACILITY FOR TESTING AND EVALUATING AIRBORNE ELECTRONIC EQUIPMENT AND SYSTEMS IS REQUESTED FOR THE NAVAL AIR TEST CENTER, PATUXENT RIVER, MARYLAND.

IN THE FIELD OF MANNED UNDERWATER SYSTEMS, THIS YEAR'S PROGRAM REQUESTS FACILITIES TO PERFORM EXPERIMENTATION WITH ANIMALS TO A 3,300 FOOT DEPTH SO THAT OPERATIONAL HUMAN DIVING DEPTHS MAY BE LOWERED FROM 1,500 FEET TO 2,000 FEET AND BEYOND. THE ENVIRONMENTAL HEALTH EFFECTS LABORATORY AT THE NAVAL MEDICAL RESEARCH INSTITUTE, BETHESDA WILL PROVIDE THE FACILITY FOR THIS EXPERIMENTATION. THE LABORATORY WILL ALSO PROVIDE FACILITIES FOR PERSONNEL ENGAGED IN SEEKING A SOLUTION TO MEDICAL PROBLEMS ASSOCIATED WITH THE INHALATION OF TOXIC VAPORS AND THE ABSORPTION OF TOXIC COMPOUNDS IN WEAPONS SYSTEMS ATMOSPHERES. THE TOXIC VAPORS OR COMPOUNDS ARE THOSE ASSOCIATED WITH EXISTING PROCESSES SUCH AS FUELING MISSILES AND TORPEDOS OF THE POLARIS/POSEIDON SUBMARINE FLEET. AT THE NAVY COASTAL SYSTEMS LABORATORY, PANAMA CITY, FLORIDA, AN EXPERIMENTAL DIVING FACILITY IS REQUESTED THAT WILL UTILIZE THE RESULTS OF THE BASIC RESEARCH COMPLETED AT THE ENVIRONMENTAL HEALTH EFFECTS LABORATORY IN TESTING AND EVALUATING DIVING SCHEDULES, EXCURSION DIVING, CREW TRAINING AND UNDERWATER SALVAGE OPERATIONS. THE EXPERIMENTAL DIVING FACILITY IS A LOGICAL ADJUNCT TO THE OCEAN SIMULATION FACILITY FUNDED IN FY 1969 TO PROVIDE A FACILITY FOR DEVELOPMENT, TEST AND EVALUATION OF THE MAN/EQUIPMENT INTERFACE IN AND ON EXCURSIONS FROM MANNED DIVING SYSTEMS TO DEPTHS OF 2,200 FEET.

IN THE COASTAL REGION WARFARE FIELD, A SYSTEMS DEVELOPMENT AND TEST FACILITY IS REQUESTED FOR COASTAL TECHNOLOGY, AND AMPHIBIOUS OPERATIONS RESEARCH; THE DEVELOPMENT AND TESTING OF VEHICLES, SENSORS, AND OTHER EQUIPMENT UTILIZED IN RIVERINE

OPERATIONS AND INSHORE UNDERSEAS WARFARE; AND RESEARCH, DEVELOPMENT, AND SUPPORT OF MARINE CORPS INVESTIGATIONS OF COUNTERMEASURES FOR LAND MINES; SENSOR EQUIPMENT; AND OVERLAND MOBILITY EQUIPMENT.

THERE IS ONE PROJECT AT THE NAVAL RESEARCH LABORATORY WASHINGTON FOR AN INTEGRATED ELECTROMAGNETIC TEST AND ANALYSIS LABORATORY. THIS LABORATORY WILL PROVIDE FACILITIES TO CONDUCT BASIC RESEARCH REQUIRED TO DEVELOP AND EVALUATE COUNTERMEASURES AGAINST THREAT WEAPONS SYSTEMS SUCH AS THE ANTI-SHIP CRUISE MISSILE.

#### TRAINING FACILITIES

THE NAVY OPERATES ONE OF THE LARGEST SCHOOL SYSTEMS IN THE COUNTRY. SINCE TRAINED PERSONNEL ARE THE NAVY'S GREATEST ASSET THE NAVY IS TAKING SEVERAL CONCURRENT ACTIONS TO STRENGTHEN, MODERNIZE AND VITALIZE ITS TRAINING PROGRAMS. ONE ACTION WAS THE ESTABLISHMENT IN AUGUST 1971 OF THE CHIEF OF NAVAL TRAINING WITH THE RESPONSIBILITY OF OVERSEEING AND MANAGING ALL TRAINING WHETHER ACADEMIC OR APPLIED, SHIPBOARD, AIRCRAFT OR SUBMARINE. TRAINING WITH A COMMON CORE CURRICULUM WILL BE CONSOLIDATED TO THE DEGREE FEASIBLE AT ONE INSTALLATION, AND EFFORTS ARE BEING UNDERTAKEN TO RAISE THE QUALITY OF TRAINING IN ALL AREAS TO THE HIGH STANDARD OF SUBMARINE AND AVIATION TRAINING.

8 PERCENT OF THIS YEAR'S PROGRAM IS DEVOTED TO NAVAL AND MARINE CORPS TRAINING FACILITIES. THE MAJORITY OF THE TRAINING PROGRAM IS DIRECTED TOWARD APPLIED INSTRUCTION WITH FACILITIES FOR NEW FLIGHT SIMULATORS BEING PROVIDED AT THREE INSTALLATIONS. THE NEW FLIGHT SIMULATORS WITH 6 DEGREES OF FREEDOM AND VISUAL MOTION INTEGRATION WILL ENABLE SOME OF THE FLIGHT HOURS OF THE JET PILOT TRAINING SYLLABUS TO BE TRANSFERRED TO THE SIMULATORS WITH A RESULTANT INCREASE IN SAFETY AND SAVINGS IN FUEL. FOR SHIPBOARD PERSONNEL, THE TRAINING PROGRAM WILL PROVIDE FACILITIES FOR: (1) ANNUALLY TRAINING ABOUT 3,000 TECH-

NICIANS AND OPERATING PERSONNEL WHO WILL BE DEPLOYED ABOARD NUCLEAR POWERED VESSELS, (2) FACILITIES FOR EXPANDING BY 350 STUDENTS ANNUALLY THE TRAINING FACILITIES AVAILABLE FOR BASIC ELECTRICITY AND ELECTRONICS TRAINING, WHICH IS A PREREQUISITE COURSE FOR TRAINING IN 17 PERCENT OF THE NAVY RATES, (3) MACHINIST MATE AND BOILERMAN TRAINING ON THE HIGH PRESSURE (1,200 PSI) PROPULSION PLANTS GOING INTO THE NEWER FLEET SHIPS. IN THE ORDNANCE AREA, A TRAINING BUILDING IS REQUESTED TO PROVIDE FACILITIES FOR NUCLEAR WEAPONS ORIENTATION TRAINING ANNUALLY OF 3,800 OFFICER AND ENLISTED PERSONNEL OF THE ATLANTIC FLEET. IN THE ELECTRONIC WARFARE AREA, AN ELECTRONICS WARFARE TRAINING BUILDING IS REQUESTED FOR CONDUCTING ANNUALLY ADVANCED TRAINING FOR 700 ELECTRONIC WARFARE TECHNICIANS, 150 NAVAL FLIGHT OFFICERS AND ELECTRONIC WARFARE OFFICERS AND 400 AVIATION ELECTRONIC WARFARE EQUIPMENT MAINTENANCE SPECIALISTS. THERE IS A SERIOUS SHORTAGE OF PERSONNEL WITH ELECTRONIC WARFARE TRAINING, WHICH MAKES THIS PROJECT VERY IMPORTANT TO THE NAVY.

THE FIELD OF ACADEMIC TRAINING, FACILITIES ARE REQUESTED FOR CONDUCTING TACTICAL COMMAND AND DIRECTION SYSTEMS TRAINING AT TWO INSTALLATIONS. AT THE NAVAL ACADEMY, THE CONSTRUCTION PROPOSED WILL MODERNIZE, IN CONSONANCE WITH THE MASTER PLAN, AN EXISTING BUILDING TO PROVIDE CLASSROOMS, LABORATORIES AND SIMULATION TRAINING SPACES FOR WEAPONS AND SYSTEMS ENGINEERING COURSES.

#### SUMMARY

THIS YEAR'S PROGRAM PROVIDES FACILITIES FOR THOSE ELEMENTS WITH THE GREATEST NEED. THE PROJECTS ARE REQUIRED THIS YEAR TO SATISFY NEW AND CURRENT MISSIONS, AND TO PROVIDE FACILITIES TO MODERNIZE THE SHORE ESTABLISHMENT. WE APPRECIATE THE PAST SUPPORT OF THE COMMITTEE AND EARNESTLY SEEK IT FOR THIS YEAR'S PROGRAM.

## RESTORATION OF DAMAGED FACILITIES PROJECTS

Admiral ISELIN. We are prepared to answer any questions you might ask.

Senator BELLMON. The information you give us will include a description of the damaged facilities you intend to repair?

Admiral ISELIN. Yes, it will. There is one project.

Senator BELLMON. Can you give us a brief oral description of what you are talking about?

Admiral ISELIN. Yes, sir. The project is a commissary store restoration at the Naval Supply Corps School in Athens, Ga., hit by a tornado in May of this year and very severely damaged. It will take about \$120,000 to bring that building back to shape. It literally gutted the building.

Senator BELLMON. In the meantime, you have been without that facility?

Admiral ISELIN. Basically, that is right; yes, sir.

Senator BELLMON. You do not have the same authority, that I believe we heard from the Army, that you can repair some thing up to \$300,000 without waiting for an appropriation?

Admiral ISELIN. I would like to ask Commander Kirkpatrick to answer that.

Commander KIRKPATRICK. Yes; we do have authority to proceed with this and reprogram projects to obtain necessary funding. It happens that the reprogramming action is occurring at this time and the Department of Defense suggested we include it in our appropriations request, since our reprogramming action was taking place at the same time as the appropriations hearings, or approximately the same time.

If it happened another time of the year, we would use canceled projects or cancel projects to obtain the funds to build the project.

Senator BELLMON. But you did have same flexibility as the Army?

Admiral ISELIN. Yes.

Senator BELLMON. Up to \$300,000 or do you have a different standard?

Commander KIRKPATRICK. The same.

Senator BELLMON. It would seem rather unfortunate if you had to wait for Congress to act?

Commander KIRKPATRICK. Yes, sir. It just happened the timing was right on this.

## ADD-ON PROJECTS

Senator BELLMON. Admiral, I will ask you some specifics in relation to the justifications that you furnished the committee. Could you go into a little more detail relating to the airport support facilities projects at Athens, Greece?

## AIRFIELD SUPPORT FACILITIES, ATHENS, GREECE

Admiral ISELIN. Yes, sir. This project would primarily provide for an airfield parking apron, a hangar, maintenance and operating features included within it, and a small bachelor enlisted quarters to handle 16 men who will be deployed there.

Senator BELLMON. These are carrier planes?



Admiral ISELIN. Yes, sir. When a carrier is homeported in Athens, some of its planes will operate and be maintained from the field. One of the squadrons will be there at any given time.

This basically will provide today, the capability for limited maintenance for those airplanes that will be on that station.

#### LAND ACQUISITION—NORFOLK, VA.

Senator BELLMON. At Norfolk, Va., Naval Station, you have a project for land acquisition?

Admiral ISELIN. Yes, sir. This project is a follow-on to a major project which we had authorized, I believe, in 1972, for acquiring some 509 acres of land the Navy requires for expansion in that area.

However, that project did not include the buying out of leasehold interest. It had been the Navy's intention to purchase the leasehold interest as the Navy needed the specific lands for specific projects as authorized by the Congress.

This item was introduced by the House Armed Services Committee basically to permit us to clean up the entire situation at once. We are talking of \$3.4 million, and that would give us the authority to carry out under the Relocation Act all of the provisions affecting the people who currently reside there, thereby completely cleaning up that project.

Senator BELLMON. You would be acquiring land or acquiring access to land in advance of your actual need for the land? You won't be developing the land immediately after you take over from the leasehold?

Admiral ISELIN. Part of the land we will develop immediately. What this will give us is the authorization and the funding when we need it, to buy out the leasehold interest.

It would make, obviously, for a smoother movement for the Navy, but it would be a little in advance in some cases.

Senator BELLMON. You may not go and consummate an agreement with the leaseholders; you want the funds available so when you make arrangements with leaseholders, you will be able to pay the costs?

Admiral ISELIN. That is right, sir. Some of the leaseholders are ready right now, and we, too, are ready to submit projects.

It gets a little involved. As we submit a project, we would be able to move the leaseholders out and also be able to assure them they are going to get their relocation expenses. This would permit us to plan and construct in a little more orderly fashion.

#### EQUITY FOR LEASEHOLDERS

Senator BELLMON. For the record, can you state how the Navy goes about deciding on an equitable settlement with a leaseholder?

Admiral ISELIN. Yes, sir; I would like to call on our real estate specialist, Mr. Markon.

Mr. MARKON. This particular land was acquired by the Navy from the Norfolk & Western Railway. The particular land was developed for commercial enterprise which would usually be found outside of a Navy main gate, such as a pizza house, tavern, theater, things of that sort. All of these were constructed on land owned by the railroad under a lease to various individuals who have a very small property right but own the buildings themselves.

Under a law passed by Congress, Public Law 91-646, they are entitled to relocation adjustment payments. All of the small businesses may be entitled to approximately \$10,000 each, in addition to the value of their structures.

The payments for the value of their structures provide a basis to buy out their legal interest in the structures, to which is added the relocation benefits provided by law, and this is negotiated with the particular leaseholder.

Senator BELLMON. And once you negotiate with the leaseholder, then those payments will be made and the buildings will be razed or removed?

Mr. MARKON. Yes, sir.

Senator BELLMON. And the land will be available?

Mr. MARKON. Yes, sir. Part of this \$3 million includes money to demolish the buildings and clean up around them.

Senator BELLMON. How do you go about setting the value of a future site? Do you have a local realtor do it for you or your own people?

Mr. MARKON. We do it by contract appraisers, and it is reviewed by our own appraisers.

Senator BELLMON. Would they give you relief through local courts if the private property owner feels he is not receiving fair treatment?

Mr. MARKON. As to legal rights of the property owner, yes. There is a constitutional right to have just compensation for property taken from you, but as to relocation payments, this is an administrative determination.

Senator BELLMON. Thank you very much.

#### PETTY OFFICERS' MESS, PENSACOLA

Now, on page 6, the Naval Communications Training Center at Pensacola, petty officers' mess. The amount is \$831,000, as I understand it.

Admiral ISELIN. Yes, sir. This mess is located actually at Corry Field, which is some 4 or 5 miles from the main base, and it is an area in which we are building up quite rapidly. An electronics school and our new 310-bed hospital are going there, and it will bring a great influx of petty officers and other naval personnel into the area. As a result, we need to improve this club, which is now a converted Navy exchange/cafeteria building—built in 1934 and rehabilitated by Navy self-help.

It is too small, too old, and it cannot be expanded without knocking down facilities adjacent to it. So the real answer here is to provide a new structure to meet the new requirement.

Senator BELLMON. The individuals who use the mess do not make any contribution to the cost? This is a part of their emolument for their services?

Admiral ISELIN. That is right, sir. The basic building structure which we are requesting here would not be recompensed in any way by the personnel.

#### WHITING FIELD—OUTLYING FIELDS

Senator BELLMON. All right. On page 7, the Naval Air Station at Whiting Field and outlying fields, including land acquisition. Can you explain the need for this expenditure?

Admiral ISELIN. Yes, sir. Part of the Navy's reorientation of its operations in the Pensacola area is to have helicopters operating at Whiting Field, and along with the basic fields, you need three outlying fields for touch and go and various other flight training operations. If the fields are nearby, then they don't have to traverse inhabited areas and expose the local populace to safety and noise hazards.

There are some outlying fields at some distance they are currently using, but it will improve local safety, reduce our runs, give us more time for training, and reduce the amount of fuel used if the new outlying fields are provided.

Senator BELLMON. Will the fields be operated exclusively for military uses?

Commander KIRKPATRICK. Yes, sir.

Senator BELLMON. I am at a loss to know why it is not possible for military operations to be carried on at fields that also serve civilians?

Admiral ISELIN. This is done, Senator, in some cases. Where the local civilians feel they have a requirement or would like to use a field, they make a request, which is reviewed by the Navy and eventually passed to the Department of Defense. A determination is made after evaluating all of the facts. There are a number of stations at which common use is available.

To my knowledge, no requests have been made for these, particularly because they are helicopter fields, relatively short, and they would not be useful.

Senator BELLMON. They are?

Admiral ISELIN. Yes, real short stubby fields.

Senator BELLMON. Is it the Navy's practice to invite civilian inputs when you are considering developing aviation facilities? For instance, I can understand, if you were developing even a helicopter field on the gulf coast area, some of the firms that supply the offshore drilling operations might be interested in participating.

ADMIRAL ISELIN. Senator, in general, the Navy does its planning for future facilities by taking into account the needs as expressed by the local planners in the community. We meet with the planning boards the zoning boards, usually with their public works departments, on almost a continuing basis. It is our policy to maintain this kind of communication and dialog with the local people so that, as we develop our properties, particularly in cases like this where we go outside of the normal bounds to develop these pads, they will know what we are up to and, if they have particular objections of any substance, we usually will work with them. In general, something like this is well worked out and acceptable to the local interests.

Senator BELLMON. And if the local civilian interests need facilities, you attempt to work out a joint agreement so they will have access?

Admiral ISELIN. Yes, sir, that is correct. In fact, at Pensacola itself, there are some historic forts right in the middle of the Naval station, and arrangements have been made quite satisfactorily for a couple of years whereby the public can use the roads leading to them without interfering with the military operations.

Senator BELLMON. I wondered sometimes why we don't develop military, particularly airfields, in areas where civilian needs exist and then have one airfield where it is possible to serve both needs, but I am glad we are moving in that direction at least in the Navy.

Admiral ISELIN. Yes, sir.

## ATLANTIC FLEET WEAPONS RANGE RELOCATION

Senator BELLMON. On page 8, the Atlantic Fleet Weapons Training in Puerto Rico, you have a request for \$12 million to relocate weapons ranges in Culebra, and can you explain the basis now for this request?

Admiral ISELIN. Yes, sir. The Secretary of Defense directed the Navy in May of this year to relocate its range facilities from Culebra to the Desecheo/Monito area, which is really on the other side of Puerto Rico. In order to accomplish that, we will require funding for the project which was introduced by the Senate Armed Services Committee based on the decision that had been made by the Secretary of Defense.

Senator BELLMON. This is primarily for acquisition of real estate or for construction?

Admiral ISELIN. Both for real estate and construction. We do have some refinements—that is, since the time this figure appeared—it looks as though we would need something in the neighborhood of \$14½ million rather than the \$12 million contained in the project introduced by the Senate Armed Services Committee, if we do it under what we call normal procedures, which would take us to the middle of 1976 to complete. If it is necessary to accelerate the construction, those costs would go up to approximately \$19 million.

I am not asking for those amounts but only indicating that we really don't have a final figure, just a ball park figure, probably on the low side.

Senator BELLMON. Is the real estate you are acquiring presently owned by private interests or some other government entity?

Admiral ISELIN. I will ask Mr. Markon to answer.

Mr. MARKON. The real estate interests are owned by the Commonwealth of Puerto Rico. One of the islands is already under Federal ownership, but what we are acquiring, or what we need in addition to what is owned by the Federal Government is owned by the Commonwealth.

Admiral ISELIN. And it would be on a no-cost basis.

Senator BELLMON. The reason I raised the question: Is there no presently U.S. Government-owned property that is suitable for this purpose?

Commander KIRKPATRICK. There is only one island, Desecheo, and it is not sufficient to accommodate the range facilities currently existing on Culebra.

Senator BELLMON. So it is necessary to take over more property?

Commander KIRKPATRICK. Yes.

Senator BELLMON. Will it be inhabited property where you move lots of people?

Commander KIRKPATRICK. Desecheo is uninhabited, and Moito is not inhabited.

Senator BELLMON. There will not be civilians?

Commander KIRKPATRICK. Not on those two pieces of property. There could be a safety arc reaching out in the Mona area, but it still does not require relocation.

## AMENDMENTS TO PRIOR YEAR AUTHORIZATIONS

Senator BELLMON. On page 21, there are several cost overruns.

Commander KIRKPATRICK. Yes, sir.

Senator BELLMON. I won't ask for explanation of all of them, but could you give us further justification for the overruns in the record?

Commander KIRKPATRICK. Yes, sir; we will be pleased to do so.  
[The information follows:]

#### AMENDMENTS TO PRIOR YEAR AUTHORIZATION

The Navy originally requested two amendments totaling \$2,434,000. Under the program change three additional amendments were requested in the amount of \$3,284,000 for a new amendment total of five amendments with a total cost of \$5,718,000. The Armed Services Committees denied one of the five amendments in the amount of \$448,000 and added two amendments totaling \$4,172,000. The new amendments total is \$9,442,000, but funding of only \$8,670,000 is required since the land acquisition project at the Naval Air Station, Miramar, California will be achieved by an exchange of an equal value of excess government lands. The amendment for this land acquisition project is in the amount of \$772,000.

A review of the requirement for each amendment follows:

1. A \$448,000 amendment was requested to the FY 1967 program, Public Law 89-568, for the hypervelocity wind tunnel project at the Naval Ordnance Laboratory, White Oak, Md. A recent evaluation of the project discloses that the amendment is no longer required, therefore the Armed Services Committees excluded this amendment from the Authorization Bill.

2. A \$1,986,000 amendment is requested to Public Law 90-408 (FY 1969) for the deep ocean engineering pressure facility project at the Navy Mine Defense Laboratory (Naval Coastal Systems Laboratory), Panama City, Fla. This amendment is required to complete the final contract, provide for the required material certification and to pay approved contractor claims.

3. Under Public Law 91-511 (FY 1971), a \$249,000 amendment is required for the sewage treatment system project at the Naval Weapons Laboratory, Dahlgren, Va. This amendment is required to correct a failure which was caused by unforeseen subsurface soil conditions in the dike of the finishing pond.

4. Under Public Law 92-145 (FY 1972), an amendment of \$3,400,000 is required for the land acquisition project at the Naval Station, Norfolk Va. This project was originally authorized and funded at \$18,450,000. The intent of the original estimate was to acquire the land and permit tenants to remain unaffected until such time as it became necessary to use their particular area for construction purposes. This amendment will give the Navy authority to acquire the lease hold interests of tenants of subject land and to pay appropriate resettlement and relocation costs to the tenants as authorized by Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

5. A \$593,000 amendment is required for the installation total of the Naval Air Station, Meridian, Miss., under Public Law 92-145, FY 1972. This amendment is required to permit award of the Enlisted Men's Club project authorized at \$714,000. The FY 1972 bachelor enlisted quarters project generated the need for the amendment. Since the relative need is greatest for the bachelor enlisted quarters, a decision was made to proceed with the bachelor enlisted quarters, and to defer the Enlisted Men's Club project and seek an amendment this year.

6. For FY 1973, Public Law 92-545, an amendment of \$2,442,000 is requested for the bomb loading plant modernization project at the Naval Ammunition Depot, McAlester, Okla. This amendment is required to provide construction in accordance with new safety criteria promulgated by the Armed Services Explosive Safety Board for structures housing the manufacture and/or handling of explosives.

7. Under Public Law 92-545 (FY 1973) an amendment of \$772,000 is required for the land acquisition project at the Naval Air Station, Miramar, Calif. This project was authorized for \$702,000 with no funding as it was to be acquired by an exchange of land of equal value. A revised estimate of the value of the land to be acquired indicates an increase of \$772,000 is required to make new project authorization \$1,474,000. The land to be acquired will preclude further encroachment on the south side of the Air Station and thus minimize citizen complaints due to aircraft operations. No funds are requested for this project since the land acquisition will be achieved by an exchange of an equal value of excess Government land.

## AMMUNITION DEPOT OVERRUNS

Senator BELLMON. I would ask you about the one for the \$2,400,000 at the ammunition depot. Do you have reason for that?

Admiral ISELIN. Yes, sir. Basically what happened was that new safety criteria were promulgated by the Armed Services Explosive Safety Board after the project was submitted in the fiscal 1973 program. The new criteria will provide greater protection for personnel. It will also prevent total destruction of a single building.

Previously, criteria specified letting the buildings go, but now, as we are getting into larger and larger facilities, some of these being industrial plants, they want us to segregate and be able to save parts of a building. In addition, they have increased some of the distance arcs, or the distance you must displace uninhabited buildings.

So, as a result, we will have to provide heavier construction and some additional safety features in our main production building and have to replace two buildings which would otherwise have been cleared by the old criteria. That is really the reason for the two-plus-million-dollar addition.

Senator BELLMON. It is certainly long overdue that we modernize that facility and, I think, at the same time provide better working conditions. Frankly it was kind of a sweatshop the way it was run. I don't know what your modernization of the program will result in when you finally finish it, but it certainly needed a great deal of attention.

Admiral ISELIN. I have not been at that station, personally, Senator, but it certainly ought to be a good first step here, and I know that the Ordnance people do have modernization planning for all of their facilities.

## NEW CRITERIA FOR BARRACKS

Senator BELLMON. Admiral, I am not sure you were in the hearing room when we went over the problem with the Army relating to the new criteria for barracks. Did you hear the comments?

Admiral ISELIN. Yes. I would subscribe wholeheartedly to the comments General Cooper made. We, too, have standardized. In fact, we are not stealing anybody's thunder, but feel we are leaders in barracks standardization. What we are asking for in the 1974 program, in the \$67 million, are barracks that are precisely the same as those we built in 1973 for which we have our designs essentially completed.

To go back and redesign those would cost us not only redesign costs but also the delay in construction which will probably run us up approximately \$3.7 million, in additional construction costs.

Senator BELLMON. The Army gave us a figure of, I think, \$7.2 million as their additional costs. And your costs are in addition to the Army costs?

Admiral ISELIN. Yes.

Senator BELLMON. That is about \$11 million without considering the Air Force?

Admiral ISELIN. Yes, sir. The Air Force will speak to their own, I am sure.

Senator BELLMON. I am lead to believe that perhaps each of the services are concerned; I am led to believe that perhaps there may be competition between the services in trying to outdo the others maybe in

trying to upgrade their recruiting efforts. Do you think justification exists for standardizing barracks specifications between the various services?

Admiral ISELIN. Actually, Senator, we have standardized very, very closely between the services on our barracks. We have the same three-to-a-room modules you were talking about with the Army.

Senator BELLMON. The Army and the Navy has the same?

Admiral ISELIN. Basically the same. We have precisely the same criteria.

Senator BELLMON. These are before the new criteria are adopted?

Admiral ISELIN. Yes, sir.

Commander KIRKPATRICK. Some of the designs may be different, but the criteria we build to, so many square feet per man per grade, is the same for all services.

Admiral ISELIN. The barracks, the bed, the number of men to a room, the number of square feet per man per room, and the square footage you can put into areas—all of these are standardized very, very closely.

Senator BELLMON. Are there any questions?

Senator MANSFIELD. No.

Senator BELLMON. I might say we hope you can avoid unnecessary expense and if there is to be new criteria, at least it can be put off until the present construction has been completed according to plans you have already completed.

Admiral ISELIN. Yes, sir; that will be advantageous, and we, of course, are more than willing to work with any Members of Congress who are interested in our criteria or their criteria to achieve—well, I am sure our objections are the same. We don't feel we will have any problem in reaching agreement, but we would be hurt by this, sir.

#### UNOBLIGATED BALANCES

Senator BELLMON. What was the unobligated balance in the military construction account carried over from fiscal 1973 to 1974 by the Navy?

Commander KIRKPATRICK. Total?

Senator BELLMON. The unobligated balance.

Commander KIRKPATRICK. \$314,436,000.

Senator BELLMON. \$300 million?

Commander KIRKPATRICK. Approximately \$314 million.

Senator BELLMON. Is this larger or smaller than normal?

Commander KIRKPATRICK. It is a little bit larger than in the past year, in 1972.

Senator BELLMON. Can you give us an explanation as to why it is larger?

Commander KIRKPATRICK. Yes, sir. We have had some delays with our programs, pollution abatement projects, the large Trident projects. While Trident construction was not funded in prior years, it has caused our planning to be shuffled to accommodate it; therefore we are not able to get projects off as fast as we would like.

Admiral ISELIN. Most of these are running in the neighborhood of 4 to 6 months behind. We are also working against a larger Navy program than in the past. Normally we would have anticipated some of this.

Senator BELLMON. Can you explain why you are running 4 or 5 months behind? Is it because you have a larger program and not the personnel?

Admiral ISELIN. No, sir; it is in two specific areas: One is the pollution abatement in which you have many tie-ins with the local authorities and in working out the details of the design and coordination with them.

It takes us a little more time—and we are talking about \$80 million in that area—than you would normally spend, so that is why we have a 6-months' lag.

On Trident, as you know, this a new program and, while we are moving off fast and rapidly, we still want to do our master planning properly so we know the entire development in considerable detail before we let our first major construction contract. We are moving back awarding of contracts, even though we have designs well under way, to do some final deciding before we make a move. When we make a move, we want to do it properly.

Senator BELLMON. The Army statement was that they had completed most of the environmental and pollution abatement projects at their facilities and, as you probably noticed, their request for funding went down sharply from previous years. Is the Navy behind the Army in dealing with the problem of pollution?

Admiral ISELIN. We had the same basic pollution guidance that they had to respond to, Executive Order 11507, and we were to have everything submitted by December 31, 1972, with certain exceptions, which we did. First, there were a number of items in which we could not tie in with the local community until some later date, and those were purposely deferred until this year or some future year.

Second, the Environmental Protection Act itself increased requirements significantly in a number of areas.

Third, we have some projects for which we did not have technical solutions in 1972.

These were noted during the hearings at that time, and they are now coming before the Congress.

Basically, we have recognized again that there were a lot of technical difficulties, a lot of coordination difficulties, with local people, and we wanted to solve those before we put the facilities under contract. We have a high level—\$80 million—and we will go, I think, close to \$100 million—no; about \$83 million in 1975, and it looks about the same for 1976. We will still have another 3 or 4 years ahead of us before we meet all present requirements.

Senator BELLMON. Do you expect, then, that your pollution abatement program will be concluded in fiscal year 1976?

Admiral ISELIN. The major water and air pollution requirements will be met unless more stringent requirements are established, which could happen.

Senator BELLMON. Do you think you will include both water and air pollution abatement?

Admiral ISELIN. This includes the facilities aspects of air and water. Now, there will be shipbuilding conversion, which I do not represent. There will be considerable funds included in ship costs for pollution. There is one other area; the figures I talked about do not cover noise pollution, primarily for aircraft. There are some technical advances



being made in the engines themselves, and that is a separate problem. If these advances are not successful, abatement measures will be required. We have not addressed any such program requests.

#### NOISE POLLUTION ABATEMENT

Senator BELLMON. When do you expect to be able to attack the problem of noise pollution?

Commander KIRKPATRICK. Sir, there is an Executive order that has been issued. I am not familiar with the number or details, but it has been issued or is on the verge of being issued. It speaks to this. The Office of Management and Budget will issue an implementing directive, and we hope it will be in time to speak to in the 1976 program. It looks like it may take until 1976 to have this laid out for the Federal Government.

Senator BELLMON. 1976 before you begin?

Commander KIRKPATRICK. Yes, sir.

Senator BELLMON. And then you will go from there?

Commander KIRKPATRICK. Yes, sir.

#### MINOR CONSTRUCTION ACCOUNT CARRYOVER

Senator BELLMON. I would ask the same question I asked also of the Army about the carryover in the minor construction account in fiscal 1973.

Admiral ISELIN. That was \$5.3 million.

Senator BELLMON. How much has been requested this year for minor construction?

Admiral ISELIN. \$15 million.

Senator BELLMON. This 5.3 is normal carryover?

Admiral ISELIN. 5.3 is a little higher than normal. The basic reason for that this year was that the Navy funded some of its shore establishment realignment facilities under this authority. If a station had to move elements to another activity, some of the facilities required at the activity, all of those that could be accomplished under \$300,000, were put into one package.

As you know, the announcement was made in April of this year, although it was known a little before. We held the money while those projects were being put together. It has all been subsequently spent.

Senator BELLMON. Do you make an accounting to the Congress as to the project that has been undertaken under the minor construction account?

Admiral ISELIN. Yes, sir, a complete accounting.

Senator BELLMON. Most of these projects are done by competing contractors on competitive bids?

Admiral ISELIN. That is correct.

Senator BELLMON. Are they all done that way?

Admiral ISELIN. I should say almost 100 percent. There may be, on occasion, a project which would be done by military troops, Seabees primarily, at a place where you might have a security station or some place like Adak, Alaska; you just don't get contractors to go up there. It is almost 100 percent.

Senator BELLMON. These sums are not used to pay the costs of construction overruns on larger projects?

Admiral ISELIN. No, sir.

## PLANNING AND DESIGN ACCOUNT

Senator BELLMON. Would the Navy carry over any moneys from fiscal 1973 to fiscal 1974 planning accounts?

Admiral ISELIN. Yes; three-tenths of \$1 million.

Senator BELLMON. You are close to running out?

Admiral ISELIN. We have great difficulties in that account, and that is why we had requested originally \$53 million this year; but, in the intervening time between that request and now, we have identified a need for an additional \$4 million. We have mentioned this need informally to the staffs of both Appropriations Committees, and we are submitting a request through the Department of Defense to address the additional \$4 million. What we would really like is \$57.8 million to carry out properly the planning and design for future programs.

Senator BELLMON. Why do you need the extra \$4.0 million?

Admiral ISELIN. We are accelerating, within the Navy, construction of medical facilities, and, second, trying to catch up on the situation that I talked to you before regarding pollution abatement. We have run a little behind on it, but part of it is beyond our controls; we didn't have the planning money to put against it.

Senator BELLMON. What is used for weapons systems planning—these are not that but construction planning?

Admiral ISELIN. Principally design.

Senator BELLMON. What is the Navy's manpower situation as compared to, say, a year ago? Is it up or down?

Admiral ISELIN. Total Navy manpower is down, sir.

Senator BELLMON. I am a little lost to know why we need, for instance, more medical facilities. Do you think some of them are obsolete?

Admiral ISELIN. Yes, sir; this is the major medical modernization program—replacing the entire medical structure with modern facilities—not just cleaning up the walls or whatnot but complete reorganization of the way they dispense medical care. You have seen it go on at Walter Reed—new hospital facilities that we are now designing are so different from what we did in the World War II days, and that is the basic reason.

Commander KIRKPATRICK. It is the result of the overall review by Secretary Laird, the Secretary of Defense, affecting all services, and encouraging them to upgrade medical facilities.

Senator BELLMON. Does your medical facility planning get handled in-house or do you have consultants to do it?

Admiral ISELIN. We hire for each project civilian consultants and work with special consultants of the Office of Management and Budget; and obviously we deal with the Surgeon General of the Navy, who also has a very specialized staff for this purpose. The big work, though, is done by hospital consultants.

## ACCESS ROAD ACCOUNT

Senator BELLMON. Did the Navy receive all of the money it had asked for in the access road account in the fiscal 1974 bill?

Admiral ISELIN. We did request only \$1 million, which will allow us to meet our most urgent needs. We requested only that amount

simply because we were drawing a cut line on a high priority item or items. However, if that \$1 million were \$3 million, for example, we could then accomplish the majority of the projects we have certified, approved, and ready to go. If we got \$3 million, we would still have a backlog of \$4 million to go into future years.

Senator BELLMON. So you would like to see the \$1 million increased to \$3 million?

Admiral ISELIN. Yes, sir.

#### PROPOSED FUTURE PROJECTS

Senator BELLMON. Could you furnish the subcommittee with a list of the projects that would be undertaken next year?

Admiral ISELIN. Yes, sir. Would you like it for the record?

Senator BELLMON. Yes, for the record.

Admiral ISELIN. Yes, sir.

[The list follows:]

With the proposed funding of \$3,000,000, the Navy anticipates satisfying the following urgent access road requirements through the Federal Highway Administration during the fiscal year:

Area	Location	Amount
West entrance road.....	NAS, Pensacola, Fla.....	\$750,000
4-Lane Improvements <sup>1</sup> .....	NAS, Meridian, Miss.....	417,000
Road improvements.....	Virginia Beach, Va., housing.....	228,000
Entrance way improvements.....	NSB, New London, Conn.....	50,000
Entrance way improvements.....	Little Creek, Va., housing.....	100,000
Entrance improvements.....	NH, Pensacola, Fla.....	25,000
Street improvements.....	NTC, Orlando, Fla.....	275,000
Road improvement.....	MCAS, Yuma, Ariz.....	332,600
Road relocation.....	NADC, Warminster, Pa.....	822,400
Total.....		3,000,000

<sup>1</sup> Additional funding to upgrade access road to a 4 lane, divided facility consistent with revised State highway program which changed the proposed access highway from 2 to 4 lanes. Total CWE is \$900,000 (\$483,000, fiscal year 1973 and \$417,000, fiscal year 1974).

#### NAVY COOPERATION WITH STATE HIGHWAY DEPARTMENTS

Senator BELLMON. Again, as I asked the Army witnesses, do you cooperate with the State highway departments in these projects when the roads relate to the State highways, or how do you go about it? These roads are all built on Navy property?

Admiral ISELIN. No, sir, only on a dedicated right-of-way on Navy property or a tie-in between Navy property and the civilian system.

Senator BELLMON. Do they become a part of the local or State highway road work?

Admiral ISELIN. Yes, sir. The access highway program we are addressing now has to do with roads abutting our property—State highways and the like—and we work very closely with the State so that their construction is phased in with ours which is onbase, and, of course, any roads that about our property, are coordinated very closely with the State.

Senator BELLMON. We have not heard from the Marine Corps. Do you have any comments to make, Colonel?

Colonel STAUCH. No, I do not at this time.

Senator BELLMON. Do you think the Navy does a pretty good job in connection with these things?

Colonel STAUCH. Yes, sir.

Senator BELLMON. I might say that, as a former Marine—and I believe Senator Mansfield is also—I was not always convinced of that when I was in the service, or maybe we ought to talk about this privately after the admiral is gone.

Are there any questions?

Senator MANSFIELD. Yes. Admiral, what is the status of the Kagnew Communications Station in Eritrea, Ethiopia.

Admiral ISELIN. Senator Mansfield, I would like to ask Commander Kirkpatrick to bring you up to speed on what we have on it.

Commander KIRKPATRICK. Yes, sir. We are in the process of planning for that activity—There are new designs.

Senator MANSFIELD. Planning for that project?

Commander KIRKPATRICK. Yes, sir.

Senator MANSFIELD. Is this Kagnew, Ethiopia?

Commander KIRKPATRICK. Yes, sir. We are not doing any construction there—

Senator MANSFIELD. Are you withdrawing from Kagnew?

Admiral ISELIN. Mr. Taylor.

Mr. TAYLOR. Sir, the Navy is planning for the closure of Kagnew Station, the details of which are classified, but I will be happy to supply them in executive session.

Senator MANSFIELD. But you are on the way out?

Mr. TAYLOR. Yes, sir.

#### NAVY STATUS IN CULEBRA

Senator MANSFIELD. What about Culebra? Are you on the way out of Culebra, too?

Admiral ISELIN. Senator, we testified earlier to the need for \$12 million that will permit us to respond to the Secretary of Defense's directive to the Navy in May of this year to relocate facilities from Culebra. We do plan to locate them in the Desecheo/Monito area of Puerto Rico.

I mentioned also that \$12 million is obviously an early figure and we already know that it should be \$14½ million under normal construction practices. We still do not have, obviously, all of the engineering studies completed so we could change from that. But certainly the \$12 million would get us well underway. It is in the ball park. We are doing hard planning right now for the project.

Senator MANSFIELD. And is it the purpose of the Navy to get completely out of Culebra?

Admiral ISELIN. Yes, sir, the Navy will remove all weapons training operations from Culebra and nearby cays. Some small instrumentation and control sites will remain on Culebra, however for support of the outer sea range.

Senator MANSFIELD. And the movement to the three islands in the passage—those three islands are uninhabited?

Admiral ISELIN. Right now, Senator, we are attempting to move to two islands—Desecheo and Monito—and those are both uninhabited.

## STATUS OF DIEGO GARCIA

Senator MANSFIELD. What is the status of Diego Garcia at the present time?

Admiral ISELIN. Diego Garcia is well under construction. As you may know, the runway is completed and logistics flights are coming in there. The station itself went on the air in March of this year and, I might say, on a sort of austere basis. We are now putting in permanent power; it is under emergency power at the present time, and we are keeping one battalion of Seabees, which is a construction force down there. The dredging contract which you authorized last year, has been let, and initial work started. That project, I would say, is moving well and approximately on schedule, although we are a little delayed overall.

Senator MANSFIELD. That is all, Mr. Chairman.

Senator BELLMON. Admiral, thank you very much. Do you have any further comments?

Admiral ISELIN. No, sir. And we thank you very much for your questions and your patience with us.

Senator BELLMON. We thank you for your testimony.



**DEPARTMENT OF THE AIR FORCE**

**STATEMENT OF MAJOR GENERAL BILLIE J. McGARVEY, DEPUTY  
DIRECTOR, CIVIL ENGINEERING**

**ACCOMPANIED BY:**

**HARRY P. RIETMAN, ASSOCIATE DIRECTOR, CIVIL ENGI-  
NEERING**

**JOHN LEE, DIRECTORATE OF BUDGET**

**PREPARED STATEMENT**

Senator BELLMON. General McGarvey, I see that you have a lengthy statement and if you want to read it, you may. You can either read it, all or part and it will be made a part of the record and you may also want to introduce your witnesses.

General McGARVEY. Yes, sir, we will submit the statement for the record.

Senator BELLMON. Your statement will be received and made a part of the record at this point.

[The statement follows:]

## AUTHORIZATIONS

MAJ. GEN. MCGARVEY:

OUR FISCAL YEAR 1974 AUTHORIZATIONS REQUIREMENT FOR MILITARY CONSTRUCTION HAS BEEN REVIEWED BY THE SENATE AND HOUSE ARMED SERVICES COMMITTEE AND THEIR FINDINGS HAVE NOW BEEN APPROVED BY BOTH HOUSES OF THE CONGRESS. BY HOUSE ADDITION AND DELETION ACTIONS OUR ORIGINAL REQUEST OF \$409,451,000 HAS BEEN REDUCED TO A NET OF \$ 364,137,000 . DETAILS OF THE AMOUNTS REQUESTED AND APPROVED ARE:

	<u>REQUEST</u>	<u>APPROVED</u>
REGULAR MILITARY CONSTRUCTION	\$303,200,000	\$260,741,000
MILITARY FAMILY HOUSING	81,251,000	78,396,000
GUARD/RESERVE CONSTRUCTION	<u>25,000,000</u>	<u>25,000,000</u>
TOTALS	\$409,451,000	\$364,137,000

## APPROPRIATIONS

OUR ORIGINAL REQUIREMENTS FOR FISCAL YEAR 1974 MILITARY CONSTRUCTION APPROPRIATIONS WAS FOR \$403,851,000. BECAUSE OF THE NET REDUCTION OF \$ 30,659,000 IN AUTHORIZATIONS MADE BY THE ARMED SERVICES COMMITTEES OUR APPROPRIATION REQUIREMENT IS NOW \$375,192,000. OF THIS AMOUNT, THE HOUSE HAS MADE APPROPRIATIONS REDUCTIONS OF \$ 24,394,000 FOR PROJECTS THAT THE AIR FORCE CONSIDERS OF SUFFICIENT URGENCY TO WARRANT CURRENT FUNDING. WE THEREFORE SOLICIT YOUR SUPPORT OF FULL FINANCING OF \$375,192,000 IN NET AUTHORIZATIONS OF \$364,137,000 AFTER HOUSE/SENATE ADDITIONS AND DEFERRALS AND SUBSEQUENT REQUIREMENTS FOR ACCESS ROADS AND \$8,746,000 FOR DEFICIENCY AUTHORIZATIONS. DETAILS OF THE APPROPRIATIONS REQUIREMENTS ARE:

MILITARY CONSTRUCTION, AIR FORCE

ORIGINAL REQUEST	\$291,900,000	
HOUSE/SENATE AUTHORIZATION ADJUSTMENTS	27,804,000	
ACCESS ROAD ADDITIONS	<u>2,000,000</u>	
SUBTOTAL		\$266,096,000

FAMILY HOUSING, DEFENSE: FOR THE AIR FORCE

ORIGINAL REQUEST	\$ 81,951,000	
HOUSE/SENATE AUTHORIZATION ADJUSTMENTS	<u>2,855,000</u>	
SUBTOTAL		\$ 79,096,000

MILITARY CONSTRUCTION, AIR NATIONAL GUARD

ORIGINAL REQUEST	\$ 20,000,000	
HOUSE/SENATE AUTHORIZATION ADJUSTMENTS	<u>0</u>	
SUBTOTAL		\$ 20,000,000



## MILITARY CONSTRUCTION, AIR FORCE RESERVE

ORIGINAL REQUEST	\$ 10,000,000
HOUSE/SENATE AUTHORIZATION ADJUSTMENTS	<u>0</u>
SUBTOTAL	\$ 10,000,000
TOTAL AIR FORCE APPROPRIATION REQUEST	<u>\$375,192,000</u>

IN ADDITION TO MY ASSOCIATES AT THE TABLE, THERE ARE SEVERAL OTHER SUPPORT WITNESSES PRESENT AND WE ARE READY AT YOUR PLEASURE TO PROVIDE IN-DEPTH DETAIL ON SPECIFIC REQUIREMENTS AS YOU MAY DESIRE.

WITH YOUR CONCURRENCE, WE OFFER FOR THE RECORD A DETAILED STATEMENT THAT SUPPORTS THE ORIGINAL FISCAL YEAR 1974 APPROPRIATION REQUEST FOR MILITARY CONSTRUCTION.

SENATOR BELLMON, YOUR PREPARED STATEMENT WILL BE PLACED IN THE RECORD AS OFFERED. ALSO, THE JUSTIFICATION YOU HAVE SUBMITTED IN AN EFFORT TO RESTORE FUNDING FOR PROJECTS DENIED BY THE HOUSE WILL BE INCLUDED IN THE RECORD.

STATEMENT

THE PRIMARY OBJECTIVE OF THE AIR FORCE FISCAL YEAR 1974 MILITARY CONSTRUCTION PROGRAM IS TO SUPPORT THE FORCE AND DEPLOYMENT GOALS PRESENTED TO THE CONGRESS IN THE AIR FORCE CHIEF OF STAFF'S POSTURE STATEMENT. THE BILL NOW BEFORE YOUR COMMITTEE REQUESTS APPROPRIATION FOR PROJECTS VALUED AT \$423,851,000 FOR THE AIR FORCE, WITH MAJOR SUBDIVISIONS AS FOLLOWS:

REGULAR MILITARY CONSTRUCTION	\$311,900,000
MILITARY FAMILY HOUSING	81,951,000
GUARD/RESERVE CONSTRUCTION	<u>30,000,000</u>
TOTAL	\$423,851,000

THE MAJOR SHARE OF OUR REQUEST IS FOR CONSTRUCTION WITHIN THE UNITED STATES WITH ONLY ABOUT 10% FOR OVERSEAS CONSTRUCTION. AGAIN, THIS YEAR'S PROGRAM DOES NOT INCLUDE FUNDS FOR CONSTRUCTION IN SOUTHEAST ASIA.

LONG RANGE PLANNING

OUR PROGRAM HAS BEEN KEYED TO LONG RANGE PLANNING. WE HAVE MADE ENGINEERING AND ECONOMIC EVALUATIONS OF EACH ITEM TO PROVIDE A PROGRAM OF NEW CONSTRUCTION BALANCED TO SUPPORT NEW AND CHANGING MISSIONS, AND TO MODERNIZE EXISTING FACILITIES TO ADEQUATELY AND ECONOMICALLY SUPPORT OUR MOST PRESSING FORCE AND MISSION REQUIREMENTS SCHEDULED OVER THE NEXT FIVE YEARS. CONSISTENT WITH THAT OBJECTIVE, OUR REQUEST INCLUDES SOME \$192 MILLION FOR FACILITIES MODERNIZATION, OR ABOUT 60% OF THE TOTAL PROGRAM AS COMPARED TO SOME 40% LAST YEAR. AGAIN, AS IN THE PAST, WE'VE LOOKED IN DEPTH AT OUR TOTAL LONG RANGE REQUIREMENTS, USING PROFESSIONAL ENGINEERING AND ECONOMIC EVALUATION OF EACH ITEM IN CONCERT WITH REQUIRED PHASING OF OPERATIONAL NEEDS TO ARRIVE AT A REALISTIC AND RESPONSIVE PROGRAM OF FACILITIES SUPPORT. PROJECTS IN THE FISCAL YEAR 1974 REQUEST NOW BEFORE YOU HAVE UNDERGONE EXTENSIVE REVIEW AND REPRESENT OUR HIGHEST PRIORITY REQUIREMENTS FOR FUNDING.

COMPLETION OF REQUIREMENTS

CONSISTENT WITH THE COMMITTEES INTEREST, LINE ITEMS REQUESTED IN THIS YEAR'S PROGRAM WILL, FOR THE MOST PART, SATISFY REQUIREMENTS FOR THE TYPE OF FACILITY TO BE CONSTRUCTED AT EACH LOCATION. OF THE 185 LINE ITEMS IN THE PROGRAM, 157 WILL COMPLETE THE RESPECTIVE FACILITY REQUIREMENT. FOR THE REMAINDER, PHASED CONSTRUCTION IS NECESSARY TO COINCIDE WITH EQUIPMENT DELIVERY OR MISSION BUILDUP, OR THE CONSTRUCTION IS OF SUCH MAGNITUDE AND COST AS TO MAKE ONE-TIME PROGRAMMING IMPRACTICAL.

COST SAVINGS

ECONOMIC EVALUATIONS HAVE PLAYED AN IMPORTANT PART IN THE SELECTION PROCESS FOR EACH ITEM IN THIS PROGRAM. ACCEPTABLE ALTERNATIVES HAVE BEEN REVIEWED FOR NEW CONSTRUCTION TO DETERMINE OPTIMUM COMBINATIONS OF SITING, MATERIALS AND CONSTRUCTION METHODS. DECISIONS TO REPLACE OR MODERNIZE EXISTING FACILITIES HAVE BEEN BASED PRIMARILY ON ECONOMIC CONSIDERATIONS. UPON COMPLETION, THE PROJECTS WILL PROVIDE SAVINGS ON THE ORDER OF \$56 MILLION INITIAL COST AVOIDANCE AND \$8 MILLION ANNUALLY THEREAFTER. A PORTION OF THESE ANTICIPATED SAVINGS RESULT FROM REMOVAL OF AGED AND OBSOLETE FACILITIES FROM OUR INVENTORY. MOST OF THESE WERE CONSTRUCTED OVER 30 YEARS AGO WITH A DESIGN LIFE OF FIVE YEARS USING MATERIALS CONSISTENT WITH THAT ECONOMIC LIFE. THESE FACILITIES ARE NOW FUNCTIONALLY INADEQUATE AND REQUIRE CONSTANT AND EXPENSIVE MAINTENANCE FOR CONTINUED USE. WE HAVE DISPOSED OF 5,300 OBSOLETE FACILITIES, CONTAINING OVER 14 MILLION SQUARE FEET, IN THE LAST THREE YEARS.

OBLIGATION OF FUNDS

WE HAVE FURTHER INTENSIFIED OUR EMPHASIS ON EARLY AWARD OF CONTRACTS FOR APPROVED CONSTRUCTION. THE OBJECTIVE HAS BEEN TO PROVIDE THE AIR FORCE WITH THESE NEEDED FACILITIES AS EARLY AS POSSIBLE AFTER THE CONGRESS HAS APPROPRIATED FUNDS.

I AM PLEASED TO REPORT TO THIS COMMITTEE THAT THE FIRST OF THE FISCAL YEAR 1973 MILITARY CONSTRUCTION PROGRAM PROJECTS WENT UNDER CONTRACT IN JANUARY 1973, JUST 90 DAYS AFTER THE APPROPRIATION LAW WAS SIGNED. WE ANTICIPATE THAT THE MAJOR PORTION OF THE PROGRAM WILL BE UNDER CONTRACT BEFORE THE END OF THIS FISCAL YEAR AND THE BALANCE PRIOR TO THE END OF THE CALENDAR YEAR.

WE NOW ESTIMATE THAT THERE WILL REMAIN ABOUT \$161 MILLION IN PRIOR YEAR CONSTRUCTION APPROPRIATIONS UNOBLIGATED ON 30 JUNE 1973. THIS REPRESENTS A DOWNWARD TREND FROM THE AMOUNT CARRIED OVER INTO FISCAL YEAR 1973, WHICH WAS \$220 MILLION. SIGNIFICANT EFFORT WILL BE EXERTED TO CONTINUE THIS TREND INTO THE FUTURE.

IN ANALYZING THIS CARRY-OVER IN LIGHT OF OUR EMPHASIS ON EARLY CONTRACT AWARD, WE CONCLUDE THAT APPROXIMATELY \$100 TO \$125 MILLION IS THE MINIMUM FEASIBLE RANGE OF CARRY-OVER TO PROVIDE FOR EFFECTIVE MANAGEMENT OF CONSTRUCTION BEYOND THE END OF THE FISCAL YEAR AND PRIOR TO THE FOLLOWING YEAR'S APPROPRIATIONS.

PERSONNEL SUPPORT

OUR CONCERN FOR OUR PEOPLE IS EXPRESSED IN THE FACT THAT MORE THAN 40% OF THE REQUEST NOW BEFORE YOU IS IN DIRECT OR RELATED SUPPORT OF PERSONNEL. WE MUST CONTINUE TO IMPROVE LIVING CONDITIONS, ON BASE SUPPORT AND HEALTH CARE FOR OUR PERSONNEL. TOWARD THAT END, WE HAVE INCLUDED \$125.1 MILLION FOR THESE FACILITIES. OF THAT AMOUNT, \$39.7 MILLION IS FOR CONSTRUCTION OF 4,768 NEW DORMITORY SPACES AND 60 NEW BACHELOR OFFICER ACCOMMODATIONS, AND FOR IMPROVE-

MENT OF 4,757 EXISTING DORMITORY SPACES. IN ADDITION, WE ARE REQUESTING \$28.4 MILLION FOR ON BASE PERSONNEL SUPPORT FACILITIES SUCH AS COMMISSARIES, GYMNASIUMS, CHAPELS AND OPEN MESSSES. MODERNIZATION AND REPLACEMENT OF OUTMODED AND OBSOLETE MEDICAL FACILITIES ARE BEING GIVEN ADDED EMPHASIS IN THIS YEAR'S MILITARY CONSTRUCTION PROGRAM. WE ARE REQUESTING \$37 MILLION TO INITIATE A PHASED PROGRAM FOR MEDICAL FACILITIES THAT WILL INSURE MODERN AND EFFICIENT HEALTH CARE. ANOTHER VERY IMPORTANT PERSONNEL RELATED PROJECT IN THIS PROGRAM IS THE REPLACEMENT OF THE AIR FORCE ACCOUNTING AND FINANCE CENTER AT A COST OF APPROXIMATELY \$20 MILLION.

#### DEPOT PLANT MODERNIZATION PROGRAM

PROJECTS TO SUPPORT OUR DEPOT PLANT MODERNIZATION ARE AN IMPORTANT PART OF THE PROGRAM BEFORE YOU. INCLUDED IS ANOTHER INCREMENT OF DEPOT PLANT MODERNIZATION VALUED AT \$31.4 MILLION FOR CONSTRUCTION OF 16 PROJECTS AT FIVE AIR MATERIAL AREAS.

#### COST ESTIMATES & DESIGN STATUS

IN PREPARING OUR PROGRAM, WE SEEK TO REFINE OUR COST ESTIMATES ON INDIVIDUAL PROJECTS TO A CAREFUL PROJECTION OF ACTUAL CONTRACT COSTS. THIS ENTAILS AS MUCH ADVANCED INDIVIDUAL PROJECT ENGINEERING AS PRACTICABLE, A SOUNDING ON INFLATIONARY TRENDS AND ANTICIPATED MARKET CONDITIONS, AND AN ANALYSIS OF OUR MOST RECENT BIDDING EXPERIENCE. WE HAVE TAKEN THIS SAME APPROACH FOR THE LAST SEVERAL YEARS. ACTUAL BIDDING EXPERIENCE VERSUS OUR ESTIMATES HAS SHOWN IT TO BE A SOUND APPROACH. PLANNING OF THE FISCAL YEAR 1974 PROGRAM IS WELL ADVANCED AND WE HAVE A HIGH DEGREE OF CONFIDENCE IN THE ESTIMATES NOW BEFORE THE COMMITTEE.

#### ENVIRONMENTAL PROTECTION

WE HAVE \$9.8 MILLION SET ASIDE IN THIS APPROPRIATION REQUEST FOR POLLUTION ABATEMENT PROJECTS. WITH THE EXCELLENT SUPPORT OF THIS COMMITTEE WE HAVE ALREADY RECEIVED SUFFICIENT FINANCING OF OUR ENVIRONMENTAL PROGRAM TO ENABLE US TO MEET THE POLLUTION ABATEMENT GOALS ESTABLISHED BY PRESIDENT NIXON IN 1970. HOWEVER, AS AIR AND WATER QUALITY STANDARDS GROW MORE STRINGENT AND AS NEW ENVIRONMENTAL LEGISLATION IS ENACTED, WE SHALL HAVE TO PRESENT YOU WITH ADDITIONAL FISCAL REQUIREMENTS AS WE ARE THIS YEAR.

#### LAND USE PLANNING

CONSISTENT WITH LONG RANGE PLANNING, DISCUSSED EARLIER, WE ARE CONTINUING TO PURSUE THE AIR INSTALLATIONS COMPATIBLE USE ZONE CONCEPT PRESENTED LAST YEAR. AT THAT TIME, WE ORIENTED THE PROGRAM TOWARD THREE BASES INVOLVING 20,000 ACRES. THIS YEAR, WE ARE EXTENDING THE CONCEPT TO 13 ADDITIONAL BASES INVOLVING OVER 78,000 ACRES. ALSO, WE ARE EXTENDING OUR EFFORTS TO A MUCH BROADER APPLICATION OF LAND USE PLANNING. THIS OCCURS AS WE DETERMINE THE FULL IMPACT OF RECENT AND PROPOSED LEGISLATION ON ENVIRONMENTAL PROTECTION AND LAND USE POLICIES.

WHEN OUR AIR BASES WERE SITED YEARS AGO, WE SELECTED AREAS CONSIDERABLY REMOVED FROM URBAN DEVELOPMENT WHERE NOISE LEVELS AND ACCIDENT POTENTIALS WERE NOT A PROBLEM TO ADJACENT COMMUNITIES. WE WERE PRETTY MUCH OF AN ISLAND TO OURSELVES. NOW, AS URBAN DEVELOPMENT HAS EVOLVED IN OUR DIRECTION, WE MUST DISCARD OUR INSULAR THINKING AND CONSIDER OUR AIR BASE AS PART OF A LARGER COMMUNITY. WE MUST PLAN ON-BASE LAND USAGE AND INFLUENCE OFF BASE LAND USAGE IN A SINGLE CONCEPT.

TO THIS END, WE HAVE RECENTLY ESTABLISHED A MULTI-DISCIPLINED CAPABILITY WITHIN THE AIR FORCE. WE WILL CONTINUE TO EMPHASIZE OUR AIR INSTALLATION COMPATIBLE USE ZONE REQUIREMENTS. THIS WILL CARRY US FURTHER TOWARD OUR OBJECTIVE OF ENCOURAGING ONLY THAT USE OF LAND IMMEDIATELY ADJACENT TO AIRFIELDS THAT WILL BE LEAST SENSITIVE TO HIGH NOISE LEVELS AND ACCIDENT POTENTIALS. IN THIS WAY, WE BELIEVE WE CAN PRECLUDE ENCROACHMENT THAT WILL ADVERSELY AFFECT OUR FLYING MISSIONS.

OUR PRIMARY EFFORTS IN OBTAINING COMPATIBLE LAND USAGE IN THE VICINITY OF OUR AIR BASES CONTINUES TO BE DIRECTED TOWARD ENCOURAGING LOCAL COMMUNITIES TO ENACT SUITABLE ZONING ORDINANCES. WE HAVE HAD GENERALLY FAVORABLE REACTION TO THIS APPROACH WITH LAST YEAR'S PROGRAM, AND EXPECT ZONING ORDINANCES TO BE ENACTED SOON AT THE BASES LISTED IN OUR FISCAL YEAR 1973 PROGRAM.

CONCURRENTLY WITH OUR EFFORTS ON THE COMPATIBLE USE ZONE CONCEPT, WE ARE DEVOTING OUR ENERGIES TO DEVELOP PROGRAMS RELATING TO COMMUNITY CENTERS, INSTALLATION RENEWAL, RESIDENTIAL DEVELOPMENT AND PARKS AND OPEN SPACES. IN THIS EFFORT, WE WILL BE WORKING WITH LOCAL, STATE AND OTHER FEDERAL AGENCIES CONCERNED WITH TOTAL COMMUNITY DEVELOPMENT.

IN ESSENCE, OUR LAND USE PROGRAM IS ORIENTED TOWARD OPTIMUM USE OF THE LAND IN THE AREA WHERE OUR BASES ARE LOCATED. OUR PERIMETER FENCES CONFINE ONLY THE AREA UNDER OUR DIRECT CONTROL. OUR PLANNING REACHES OUT INTO THE ADJACENT COMMUNITY.

#### MILITARY FAMILY HOUSING

AS IN PAST YEARS, OUR PROGRAM REFLECTS OUR DEEP CONCERN FOR THE WELFARE OF OUR MILITARY FAMILIES. WE ARE VERY GRATEFUL TO THE CHAIRMAN AND MEMBERS OF THIS COMMITTEE FOR THE ASSISTANCE WHICH HAS BEEN GIVEN TO THE AIR FORCE AND THE OTHER SERVICES IN MEETING THE HOUSING NEEDS OF MILITARY FAMILIES. I REFER ESPECIALLY TO THE SECTION 236 PROVISIONS OF THE HOUSING ACT OF 1968, INCREASES IN MILITARY PAY AND BASIC ALLOWANCES FOR QUARTERS; ADDED APPROPRIATIONS IN THE FISCAL YEAR 1973 PROGRAM FOR IMPROVEMENTS TO EXISTING QUARTERS, AND AUTHORITY TO DECLARE AS INADEQUATE ADDITIONAL SUB-STANDARD HOUSING UNITS.

THE TOTAL REQUEST FOR THIS YEAR IS \$382,683,000. OF THAT AMOUNT, \$218,211,000 IS FOR THE OPERATION AND MAINTENANCE OF OUR HOUSING RESOURCES; \$81,951,000 IS FOR THE CONSTRUCTION OF NEW UNITS, MOBILE HOME SPACES AND IMPROVEMENTS TO EXISTING QUARTERS; AND \$82,521,000 FOR THE ANNUAL INCREMENT OF DEBT PAYMENT ON HOMES CONSTRUCTED IN PRIOR YEARS.

OUR OPERATIONS AND MAINTENANCE REQUEST REPRESENTS AN INCREASE OF \$23,700,000, OR ROUGHLY 12 PERCENT, OVER THE AMOUNT APPROPRIATED LAST YEAR. THIS INCREASE IS REQUIRED TO ACCOMMODATE ADDITIONAL HOUSING UNITS COMING INTO THE INVENTORY, AS WELL AS INCREASED COST OF LABOR AND MATERIALS. THIS INCREASE WILL ALSO ALLOW US TO HOLD THE BACKLOG OF DEFERRED MAINTENANCE AND REPAIR TO A MANAGEABLE LEVEL.

OUR NEW CONSTRUCTION REQUEST IS FOR 1800 UNITS, 1100 TO BE CONSTRUCTED AT SIX INSTALLATIONS IN THE CONTINENTAL UNITED STATES AND 700 UNITS AT TWO LOCATIONS OVERSEAS. OF THE 1800 UNITS, 1798 ARE FOR AIRMEN FAMILIES AND CONSTRUCTION WILL BE ALMOST EXCLUSIVELY FOUR BEDROOM UNITS.

THE NEW CONSTRUCTION PORTION OF OUR REQUEST ALSO INCLUDES \$2,000,000 TO DEVELOP 415 SPACES AT EIGHT LOCATIONS TO ACCOMMODATE MOBILE HOMES OWNED BY AIR FORCE PERSONNEL. THIS CONSTRUCTION WILL

MATERIALLY ASSIST OUR YOUNG MARRIED AIRMEN WHO DESIRE TO PURCHASE AND LIVE IN MOBILE HOMES.

THE IMPROVEMENT OF EXISTING FAMILY HOUSING UNITS REMAINS A MATTER OF MAJOR CONCERN TO THE AIR FORCE. OUR INVENTORY OF HOUSING UNITS WAS ACQUIRED OVER MANY YEARS. WHILE THE STANDARD OF ACCOMMODATIONS VARIES WIDELY, THE FORFEITURE OF QUARTERS ALLOWANCE BY GRADE IS THE SAME AS LONG AS THE QUARTERS ARE CLASSIFIED AS ADEQUATE. THE \$23,750,000 WE ARE REQUESTING FOR FISCAL YEAR 1974 REPRESENTS A 100 PERCENT INCREASE OVER OUR PROGRAM OF A YEAR AGO. WE FEEL THIS MAJOR INCREASE IS APPROPRIATE AND THOROUGHLY JUSTIFIED IN VIEW OF THE VERY LARGE DEFICIENCY WHICH EXISTS TODAY. IN ADDITION, WE WILL MORE EFFECTIVELY MANAGE AND EXECUTE THE IMPROVEMENTS PROGRAM THROUGH EMPHASIS ON FEWER BUT LARGER PROJECTS. THIS WILL PERMIT US TO SECURE BETTER COST COMPETITION AS WELL AS SATISFYING THE TOTAL IMPROVEMENTS REQUIREMENT AT A NUMBER OF LOCATIONS.

THE PLANNING FOR THE NEW CONSTRUCTION AND IMPROVEMENTS INCLUDED IN THIS PROGRAM IS PROGRESSING SATISFACTORILY, AND WE EXPECT TO BE ABLE TO PLACE ALL PROJECTS UNDER CONTRACT BY JUNE 30, 1974.

#### AIR NATIONAL GUARD

THIS REQUEST TOTALS \$16.0 MILLION, AND PROVIDES ONLY OUR MOST ESSENTIAL FACILITIES NECESSARY TO SUPPORT THE FLYING AND NON-FLYING TRAINING MISSION OF OUR UNITS.

THIS FISCAL YEAR 1974 REQUEST PROVIDES A PROGRAM OF 37 PROJECTS. TWENTY-FOUR PROJECTS ESTIMATED TO COST \$9.0 MILLION ARE FOR DIRECT MAINTENANCE FACILITIES; NINE PROJECTS AT \$5.0 MILLION ARE FOR OPERATIONAL FACILITIES AND FOUR PROJECTS ARE FOR TRAINING FACILITIES COSTING \$2.0 MILLION. THIS REPRESENTS A MINIMUM ESSENTIAL PROGRAM WHICH PROVIDES ONLY OUR MOST URGENT REQUIREMENTS AT 35 OF OUR 153 INSTALLATIONS.

IT IS TO BE NOTED THAT COST FIGURES SHOWN ARE FOR PLANNING ESTIMATES ONLY, AND UNDER THE LUMP SUM AUTHORIZATION/APPROPRIATION PROCEDURE ALL PROJECTS WILL BE CLEARED WITH THE COMMITTEES PRIOR TO ADVERTISEMENT WITH THE COST ESTIMATED ADJUSTED IN ACCORDANCE WITH FINAL DESIGN.

AT THIS TIME I AM PLEASED TO NOTE THAT MAXIMUM UTILIZATION IS MADE OF AVAILABLE AUTHORIZATION BY THE PERIODIC REPROGRAMMING OF ADDITIONAL PROJECTS. AS THE RESULT OF THIS PRIVILEGE, OUR CARRY-OVER OF UNCOMMITTED AUTHORIZATION INTO FY73 WAS ONLY \$300,000. THIS WAS BY FAR THE SMALLEST CARRY-OVER SINCE THE AIR NATIONAL GUARD HAS HAD A SEPARATE AUTHORIZATION. THIS REPRESENTS A MINIMUM DOLLAR RESERVE NECESSARY TO ALLOW FOR POSSIBLE CHANGES TO GOING CONSTRUCTION.

AS WE HAVE PREVIOUSLY STATED, OUR UNITS WERE PROGRAMMED TO CONVERT TO MODERN SOPHISTICATED AIRCRAFT SUCH AS F-100's, F-105's, RF-101's AND C-130's THROUGH FY75. NOT ONLY HAS A MAJORITY OF THESE CONVERSIONS ALREADY TAKEN PLACE, SEVERAL OF OUR UNITS HAVE CONVERTED TO F-4 AND RF-4 AIRCRAFT AND DURING THE PHASE OF THIS REQUEST, WE WILL ALSO BE RECEIVING A-7's.

INHERENT WITH THESE MODERN WEAPONS SYSTEMS ARE REQUIREMENTS FOR MODERN FACILITIES; PARTICULARLY IN THE AREA OF AVIONICS SHOPS, ENGINE REPAIR SHOPS, AIRCRAFT ARRESTING BARRIER SYSTEMS, NOISE SUPPRESSION EQUIPMENT, SQUADRON OPERATIONS AND FLIGHT SIMULATORS. LIKE THE AIRCRAFT SYSTEMS THEY SUPPORT, THESE FACILITIES ARE HIGHLY TECHNICAL COMPLEX ITEMS VITAL TO TRAINING AND OPERATIONAL FUNCTIONS OF MAINTENANCE, OPERATIONS AND FLYING SAFETY.

A GREAT NUMBER OF AIR NATIONAL GUARD UNITS ARE PRESENTLY HOUSED IN FACILITIES CONSTRUCTED DURING OR BEFORE WORLD WAR II AND HAVE OR ARE APPROACHING THE END OF THEIR ECONOMIC LIVES. IT IS ESTIMATED THAT THESE FACILITIES ARE DETERIORATING AT THE ANNUAL RATE OF \$11 MILLION. BECAUSE OF THESE OBSOLETE FACILITIES AND INCREASED REQUIREMENTS, OUR BACKLOG OF MAINTENANCE PROJECTS HAVE INCREASED FROM OVER \$8 MILLION TO ALMOST \$15 MILLION DURING THE PAST YEAR.

OUR ESTIMATED CURRENT AND LONG RANGE FACILITY DEFICIENCIES TOTAL \$280 MILLION WITH APPROXIMATELY \$54 MILLION OF THESE REQUIRED IMMEDIATELY IN SUPPORT OF ALREADY COMPLETED OR IN-PROCESS CONVERSIONS. TO ESTABLISH AN ORDERLY PROGRAM, WHICH WOULD PROVIDE FOR CURRENTLY PLANNED AND FUTURE AIRCRAFT CONVERSIONS, AND TO REPLACE OBSOLETE FACILITIES, IT WILL REQUIRE AN ANNUAL AUTHORIZATION OF \$26 MILLION FOR THE NEXT SIX YEARS. THIS WOULD SIGNIFICANTLY REDUCE OUR DEFICIENCY OF ESSENTIAL REQUIREMENTS; HOWEVER, IT WOULD NOT CONSIDER NORMAL BASE SUPPORT ITEMS.

THE AIR NATIONAL GUARD AND I ARE MOST APPRECIATIVE OF YOUR EFFORTS IN INCREASING THE FY73 ANG MCP AUTHORIZATION/APPROPRIATION BY \$5.5 MILLION. THIS GENEROSITY ENABLED US TO CONSTRUCT 15 ADDITIONAL PROJECTS LOCATED IN TEN STATES.

AS WE HAVE IN PREVIOUS YEARS, WE PLAN, IN SEVERAL INSTANCES, TO USE THE STATES AS OUR CONSTRUCTION AGENCY. THROUGH THEIR SERVICES, WE CONTINUALLY ACHIEVE A SIGNIFICANT COST SAVINGS AVERAGING FROM 11 TO 15 PERCENT.

#### AIR FORCE RESERVE

OUR REQUEST FOR NEW OBLIGATIONAL AUTHORITY TOTALS \$10 MILLION. OF THIS TOTAL, \$9 MILLION IS FOR MAJOR CONSTRUCTION, \$800,000 IS FOR PLANNING AND DESIGN, AND \$200,000 IS FOR MINOR CONSTRUCTION.

I WOULD LIKE TO TAKE A FEW MOMENTS TO GIVE YOU A REPORT ON OUR FISCAL YEAR 1973 PROGRAM. OF THE EIGHTEEN PROJECTS IN OUR ORIGINAL FISCAL YEAR 1973 PROGRAM, FOURTEEN ARE UNDER CONTRACT. THE REMAINING PROJECTS SHOULD BE UNDER CONTRACT BY THE END OF JULY 1973. OUR UNCOMMITTED BALANCE OF FISCAL YEAR 1973 AND PRIOR AUTHORIZATION IS \$100,000. WE CONSIDER THIS A REASONABLE AMOUNT TO PROVIDE CONTINGENCIES FOR ON-GOING PROJECTS AND FUTURE BID OPENINGS. WE ANTICIPATE AN UNOBLIGATED BALANCE OF APPROXIMATELY \$2.5 MILLION ON 30 JUNE 1973.

THE RECENTLY ANNOUNCED AIR FORCE BASE REALIGNMENT ACTIONS FOR WESTOVER AFB, MASSACHUSETTS HAVE RESULTED IN SOME ADJUSTMENTS IN OUR FISCAL YEAR 1973 AND FISCAL YEAR 1974 PROGRAMS. THE PLANNED TRANSFER OF WESTOVER AFB TO THE AIR FORCE RESERVE WILL MAKE ADDITIONAL FACILITIES AVAILABLE FOR OUR USE. AS A RESULT, WE HAVE CANCELLED AN AERIAL PORT TRAINING FACILITY IN OUR FISCAL YEAR 1973 PROGRAM AND THE AEROMEDICAL EVACUATION TRAINING FACILITY IN OUR FISCAL YEAR 1974 PROGRAM FOR WESTOVER. TO PROVIDE TIMELY OBLIGATION OF THE FISCAL YEAR 1973 FUNDS RELEASED BY THE CANCELLATION OF THE AERIAL PORT TRAINING FACILITY, WE HAVE MOVED FOUR ALTERATION PROJECTS FOR WHICH DESIGN WAS WELL ADVANCED FROM OUR FISCAL YEAR 1974 PROGRAM TO THE FISCAL YEAR 1973 PROGRAM. THE PROJECTS INVOLVED ARE THE ALTER NON-DESTRUCTIVE INSPECTION SHOP PROJECTS AT MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT, MINNESOTA; NIAGARA FALLS INTERNATIONAL AIRPORT, NEW YORK; YOUNGSTOWN MUNICIPAL AIRPORT, OHIO, AND WILLOW GROVE AIR RESERVE FACILITY, PENNSYLVANIA. TO FILL THE VOID IN THE TENTATIVE FISCAL YEAR 1974 LIST, WE HAVE ADDED AN ASSAULT LANDING STRIP PROJECT FOR EGLIN AFB, AUXILIARY FIELD NUMBER

3, FLORIDA. I HAVE A REVISED TENTATIVE PROJECT LISTING FOR OUR FISCAL YEAR 1974 REQUEST WHICH I WOULD LIKE TO HAVE INSERTED IN THE RECORD.

OUR FISCAL YEAR 1974 REQUEST PLACES PRIMARY EMPHASIS ON MAINTENANCE FACILITIES. THE REVISED TENTATIVE LIST INCLUDED THIRTY-TWO (32) PROJECTS AT SIXTEEN (16) LOCATIONS IN FIFTEEN (15) STATES. THE PROJECTS IN THIS REQUEST ARE PRIMARILY FOR LOCATIONS WHICH HAVE TACTICAL AIRLIFT AND TACTICAL FIGHTER MISSIONS WHICH HAVE EXPERIENCED EQUIPMENT CONVERSIONS IN RECENT YEARS. ONE NEW UNIT IS ALSO INVOLVED. THIS IS A C-130 TACTICAL AIRLIFT UNIT AT KEESLER AFB, MISSISSIPPI. THE DETAILED JUSTIFICATION FOR EACH PROJECT AND MANPOWER STATISTICS FOR EACH UNIT INVOLVED ARE INCLUDED IN THE BACKUP BOOKS PROVIDED TO YOUR COMMITTEE.

OUR FISCAL YEAR 1974 PROGRAM IS REQUESTED UNDER THE LUMP SUM FUNDING AND PROGRAMMING PROCEDURES UTILIZED SINCE FISCAL YEAR 1963. PLANNING AND DESIGN ACTIONS FOR OUR 1974 PROGRAM ARE WELL ADVANCED. ADVERTISING IS SCHEDULED FOR JANUARY AND FEBRUARY OF CALENDAR YEAR 1974. MY EFFORTS TO PROVIDE THE MOST ECONOMIC FACILITIES TO ENHANCE THE TRAINING CAPABILITY AND OPERATIONAL READINESS OF THE AIR FORCE RESERVE WILL CONTINUE DURING FISCAL YEAR 1974.

#### CONCLUSION

IN CONCLUSION, MR. CHAIRMAN, WE WISH TO ASSURE YOU AND YOUR COMMITTEE THAT THIS PROGRAM REPRESENTS OUR VERY BEST CONSTRUCTION PROPOSALS WITHIN THE CONFINES OF A LIMITED BUDGET. PROJECTS FOR IMPROVED BACHELOR HOUSING, MEDICAL CARE FACILITIES AND COMMUNITY SUPPORT ITEMS AMOUNT TO MORE THAN A THIRD OF THE TOTAL PROGRAM. IN ADDITION, WE ARE CONTINUING TO GIVE PRIORITY SUPPORT FOR THE OPERATIONAL MISSION. THE FISCAL YEAR 1974 CONSTRUCTION PROGRAM HAS BEEN CAREFULLY DESIGNED TO MEET NEW AND CHANGING MISSIONS WHILE HOLDING A TIGHT REIGN ON EXPENDITURES. CAPITAL INVESTMENTS ARE PROPOSED ONLY FOR THOSE INSTALLATIONS PROGRAMMED TO REMAIN IN THE INVENTORY FOR THE FORESEEABLE FUTURE. ATTACHED TO THE PRINTED COPIES OF MY STATEMENT ARE NARRATIVE DESCRIPTIONS OF THE ENTIRE PROGRAM BROKEN OUT BY CATEGORY OF FACILITIES, BY COMMAND TOTALS, AND BY MISSION ELEMENTS SUPPORTED.

MR. CHAIRMAN, I THANK YOU FOR THE OPPORTUNITY TO APPEAR ONCE AGAIN BEFORE THIS COMMITTEE. IF THERE ARE ANY QUESTIONS ABOUT OUR PROGRAM, WE WILL BE PLEASED TO PROVIDE ADDITIONAL INFORMATION.

(ATTACHMENTS TO STATEMENT FOLLOW:)

TABLE I  
DEPARTMENT OF THE AIR FORCE  
FY 1974 MILITARY CONSTRUCTION APPROPRIATION PROGRAM  
FOR THE ACTIVE FORCES

SECTION 301COMMAND

<u>INSIDE THE UNITED STATES</u>	<u>(\$000)</u>
AEROSPACE DEFENSE COMMAND	8,794
AIR FORCE COMMUNICATIONS SERVICE	3,963
AIR FORCE LOGISTICS COMMAND	60,934
AIR FORCE SYSTEMS COMMAND	9,062
AIR TRAINING COMMAND	56,282
AIR UNIVERSITY	5,462
ALASKAN AIR COMMAND	8,658
HEADQUARTERS COMMAND, USAF	18,435
MILITARY AIRLIFT COMMAND	12,416
PACIFIC AIR FORCES	7,331
STRATEGIC AIR COMMAND	25,738
TACTICAL AIR COMMAND	17,703
UNITED STATES AIR FORCE ACADEMY	645
POLLUTION ABATEMENT	9,070
AIR INSTALLATION COMPATIBLE USE ZONES	2,000
TOTAL INSIDE THE UNITED STATES	<u>\$246,493</u>

OUTSIDE THE UNITED STATES

AEROSPACE DEFENSE COMMAND	1,355
PACIFIC AIR FORCES	11,788
UNITED STATES AIR FORCES IN EUROPE	15,925
UNITED STATES AIR FORCES SOUTHERN COMMAND	1,038
UNITED STATES AIR FORCE SECURITY SERVICE	221
POLLUTION ABATEMENT	750
WORLD-WIDE COMMUNICATIONS	<u>330</u>
TOTAL OUTSIDE THE UNITED STATES	\$ 31,407

CLASSIFIED (SECTION 302)

RADAR SUPPORT FACILITY - VARIOUS WORLD-WIDE	<u>1,000</u>
TOTAL <u>CLASSIFIED</u>	\$ 1,000

SUPPORT

PLANNING AND DESIGN	18,000
MINOR CONSTRUCTION	<u>15,000</u>
TOTAL SUPPORT	\$ 33,000
TOTAL APPROPRIATION PROGRAM	\$311,900



TABLE II  
SUMMARY BY PROGRAM ELEMENT

	AMOUNT (\$ MILLIONS)	% OF TOTAL
STRATEGIC FORCES	44.8	14.4
GENERAL PURPOSE FORCES	38.3	12.3
INTELLIGENCE AND COMMUNICATIONS	32.1	10.3
AIRLIFT AND SEALIFT	14.1	4.5
RESEARCH AND DEVELOPMENT	16.6	5.3
CENTRAL SUPPLY AND MAINTENANCE	36.8	11.8
TRAINING, MEDICAL AND OTHER GENERAL PERSONNEL ACTIVITIES	71.6	22.9
ADMINISTRATION AND ASSOCIATED ACTIVITIES	<u>57.6</u>	<u>18.5</u>
TOTAL	311.9	100.0

TABLE III  
PROGRAM BY CONSTRUCTION CATEGORIES

	AMOUNT (\$ MILLIONS)	% OF TOTAL
OPERATIONAL	52.6	16.9
TRAINING	7.8	2.5
MAINTENANCE	36.9	11.8
RESEARCH, DEVELOPMENT & TEST	10.0	3.2
SUPPLY	11.7	3.8
HOSPITAL & MEDICAL	36.7	11.8
ADMINISTRATION	31.2	10.0
BACHELOR HOUSING	39.7	12.7
COMMUNITY	28.4	9.1
UTILITIES	21.9	7.0
REAL ESTATE	2.0	0.6
SUPPORT	<u>33.0</u>	<u>10.6</u>
TOTAL	311.9	100.0

NARRATIVE CATEGORY ANALYSIS

(MILLIONS)

\$52.6

OPERATIONAL FACILITIES

THIS CATEGORY REPRESENTS 16.9 PERCENT OF THE APPROPRIATION REQUEST. IT CONTAINS SUCH ESSENTIAL ITEMS AS AIRFIELD PAVEMENTS, AIRCRAFT FUELING SUPPORT FACILITIES, FLIGHT OPERATIONS BUILDINGS, COMMUNICATIONS FACILITIES, AND NAVIGATIONAL AIDS. IMPORTANT ITEMS IN THIS CATEGORY ARE THE SECOND INCREMENT OF THE TECHNICAL INTELLIGENCE OPERATIONS FACILITY FOR \$11.0 MILLION AT WRIGHT-PATTERSON AFB; SPECIAL AIRCRAFT SUPPORT FACILITIES AT ANDREWS AFB FOR \$13.5 MILLION; A STATION COMPOSITE SUPPORT FACILITY AT CAPE NEWENHAM AFS, ALASKA FOR \$5.4 MILLION; AND AN AIR FREIGHT TERMINAL COMPLEX AT HICKAM AFB FOR \$4.5 MILLION.

(MILLIONS)

\$7.8

TRAINING FACILITIES

TRAINING FACILITIES INCLUDED IN THIS CONSTRUCTION PROGRAM COVER A RANGE OF AIR FORCE TRAINING ACTIVITIES SUCH AS TRAINING FOR PILOTS, AIRCREWS, AND BASE MAINTENANCE PERSONNEL. MAJOR PROJECTS ARE: FLIGHT SIMULATOR TRAINING FACILITY AT REESE AFB, TEXAS, FOR \$2.8 MILLION, A BASE MAINTENANCE TRAINING FACILITY AT SHEPPARD AFB, TEXAS, FOR \$2.8 MILLION, A BASE MAINTENANCE TRAINING FACILITY AT SHEPPARD AFB, TEXAS, FOR \$2.8 MILLION; AND A FLIGHT SIMULATOR TRAINING FACILITY AT LUKE AFB, ARIZONA, FOR \$.9 MILLION.

(MILLIONS)

\$36.9

MAINTENANCE FACILITIES

THE MAINTENANCE CATEGORY REPRESENTS 11.8 PERCENT OF OUR REQUEST. IT CONTAINS FACILITIES TO SUPPORT AIRCRAFT AND ENGINE MAINTENANCE ACTIVITIES, SPECIAL PURPOSE SHOPS, AS WELL AS SHOPS TO SUPPORT MAINTENANCE OF BASE FACILITIES. ALSO INCLUDED IN THIS CATEGORY ARE TEN PROJECTS TOTALING \$22.0 MILLION FOR MODERNIZATION OF AIR FORCE LOGISTICS COMMAND'S DEPOT FACILITIES. THIS CATEGORY ALSO PROVIDES VARIOUS MAINTENANCE AND STORAGE FACILITIES FOR SHORT-RANGE ATTACK MISSILES AT TWO LOCATIONS FOR \$1.0 MILLION.

(MILLIONS)

\$10.0

RESEARCH, DEVELOPMENT, TEST AND EVALUATION

A VIGOROUS R&D PROGRAM IS AN INVESTMENT IN OUR FUTURE SECURITY. THIS SEGMENT OF OUR CONSTRUCTION REQUEST PROVIDES THE BUILDINGS, LABORATORIES, AND SPECIALIZED TEST STRUCTURES THAT ARE REQUIRED IN THE CONDUCT OF A QUALITY R&D PROGRAM. AN AIRCRAFT FUELS AND LUBRICANTS LABORATORY FOR \$4.9 MILLION; ALTERATION OF A AIRCRAFT ENGINE COMPONENTS RESEARCH FACILITY FOR \$1.9 MILLION; AND A MINOR ALTERATION AND EXPANSION OF THE HUMAN IMPACT LAB ARE LOCATED AT WRIGHT-PATTERSON AFB, OHIO. OTHER MAJOR PROJECTS ARE A WEAPONS GUIDANCE TEST FACILITY AT HOLLOMAN AFB FOR \$0.9 MILLION AND ALTERATION OF A ROCKET PROPULSION RESEARCH LABORATORY AT EDWARDS AFB FOR \$0.9 MILLION.

(MILLIONS)

\$11.7

SUPPLY FACILITIES

THE MAJOR PORTION OF THIS CATEGORY IS FOR TWO PROJECTS TOTALING \$5.9 MILLION FOR MODERNIZING AIR FORCE LOGISTICS COMMAND DEPOT FACILITIES.

OTHER SUPPLY FACILITIES INCLUDE AMMUNITION STORAGE FACILITIES AT TWO PACAF LOCATIONS, DIESEL FUEL STORAGE FOR REMOTE SITES IN ALASKA, A BALLISTIC MISSILE PROCESSING FACILITY AT HILL AFB, UTAH, FOR \$3.0 MILLION AND A BASE SUPPLY FACILITY AT REESE AFB, TEXAS, FOR \$1.0 MILLION.

(MILLIONS)

\$36.7

MEDICAL FACILITIES

THIS YEAR'S PROGRAM IS DIRECTED TOWARD EXPANSION AND ALTERATION AND REPLACEMENT OF HOSPITAL FACILITIES TO PROVIDE PROPER CLINICAL AND DENTAL CARE. COMPOSITE MEDICAL FACILITY PROJECTS ARE INCLUDED FOR: RICHARDS-GEBAUR AFB, MISSOURI, AT \$3.8 MILLION; TINKER AFB, OKLAHOMA, AT \$3.9 MILLION; MAXWELL AFB, ALABAMA, AT \$4.9 MILLION; FRANCIS E. WARREN AFB, WYOMING, AT \$5.8 MILLION; LAUGHLIN AFB, TEXAS, AT \$4.6 MILLION; AND UPPER HEYFORD RAF STATION, UNITED KINGDOM, AT \$5.5 MILLION. ALSO INCLUDED ARE TWO AEROMEDICAL STAGING FACILITIES; ONE AT SCOTT AFB, ILLINOIS, FOR \$2.0 MILLION AND THE OTHER AT ANDREWS AFB, MARYLAND, FOR \$1.7 MILLION. A DISPENSARY AT LACKLAND AFB, TEXAS, FOR \$0.5 MILLION AND AT KEESLER AFB, MISSISSIPPI, FOR \$1.6 MILLION, BARKSDALE AFB, LOUISIANA, FOR \$1.2 MILLION, AND SHAW AFB, SOUTH CAROLINA FOR \$1.1 MILLION, ARE ALSO INCLUDED IN THE MEDICAL PROGRAM.

(MILLIONS)

\$31.2

ADMINISTRATIVE FACILITIES

THE MOST SIGNIFICANT ITEM IN THIS CATEGORY IS THE CONSTRUCTION OF AN AIR FORCE ACCOUNTING AND FINANCE CENTER AT LOWRY AFB, COLORADO, FOR \$20.4 MILLION.

IN OUR CONTINUING OBJECTIVE TO HOUSE MANAGEMENT AND ADMINISTRATIVE PERSONNEL IN FACILITIES THAT WILL ENABLE THEM TO ACHIEVE MAXIMUM PRODUCTIVITY, WE ARE REQUESTING MODERN EFFICIENT BASE PERSONNEL OFFICES AT NELLIS AFB, NEVADA, FOR \$1.9 AND AT MATHER AFB, CALIFORNIA, FOR \$1.7 MILLION.

OTHER SIGNIFICANT ADMINISTRATIVE FACILITIES INCLUDED IN THIS CATEGORY ARE: AN ARMAMENT DEVELOPMENT TEST CENTER HEADQUARTERS FACILITY AT EGLIN AFB, FLORIDA, FOR \$4.0 MILLION AND A DATA PROCESSING FACILITY AT RANDOLPH AFB, TEXAS, FOR \$1.5 MILLION.

(MILLIONS)

\$28.4

COMMUNITY FACILITIES

COMMUNITY FACILITIES ARE REQUESTED IN ORDER TO PROVIDE FOR THE WELFARE AND MORALE OF OUR MILITARY PERSONNEL AND DEPENDENTS, BOTH IN THE UNITED STATES AND OVERSEAS. THIS CATEGORY INCLUDED PROJECTS

FOR RELIGIOUS ACTIVITIES, COMMISSIONED, NONCOMMISSIONED OFFICERS' AND AIRMEN OPEN MESSES, A BASE POST OFFICE, AND RECREATIONAL FACILITIES. IT ALSO INCLUDES COMMISSARIES IN THE AMOUNT OF \$7.4 MILLION AT THREE LOCATIONS IN THE UNITED STATES WHERE EXISTING FACILITIES ARE GROSSLY INADEQUATE AND THREE DEPENDENT SCHOOLS AT OVERSEAS LOCATIONS FOR \$7.4 MILLION.

(MILLIONS)

\$39.7

#### BACHELOR HOUSING

THE PROVISION OF SUITABLE LIVING QUARTERS FOR OUR BACHELOR ENLISTED AND OFFICER PERSONNEL IS VIEWED AS A PRIORITY OBJECTIVE BY THE AIR FORCE. THIS YEAR \$39.7 MILLION, OR 12.7 PERCENT OF OUR REQUEST, IS FOR THE CONSTRUCTION OF 4,768 NEW DORMITORY SPACES AT A COST OF \$25.7 MILLION, AND 60 NEW OFFICERS' QUARTERS AT A COST OF \$1.2 MILLION. WE ARE MODERNIZING 4,757 EXISTING DORMITORY SPACES FOR \$11.3 MILLION. INCLUDED IN THIS PROGRAM ARE A STUDENT HOUSING COMPOSITE BUILDING AT ONE OF OUR MAJOR TECHNICAL TRAINING CENTERS, KEESLER AFB, MISSISSIPPI, FOR \$5.1 MILLION AND A COMPOSITE RECRUIT TRAINING AND HOUSING FACILITY AT LACKLAND AFB, TEXAS, FOR \$5.1 MILLION, AND EACH PROPOSING HOUSING FOR 1,000 MEN. BUILDINGS OF THESE TYPES PROVIDED IN EARLIER PROGRAMS HAVE PROVEN TO BE EXTREMELY EFFECTIVE. THIS IS A CONTINUATION OF A PHASED PROGRAM TO REPLACE THE OLD WORLD WAR II BARRACKS WITH MODERN COMPOSITE STRUCTURES.

THIS CATEGORY OF PROJECTS ALSO INCLUDES AIR CONDITIONING FOR AIRMEN DINING HALLS AT LACKLAND AFB, TEXAS, FOR \$1.0 MILLION, AND A NEW DINING HALL FOR AIRMEN AT WEBB AFB, TEXAS, FOR \$0.6 MILLION.

(MILLIONS)

\$21.9

#### UTILITIES

OUR UTILITY PACKAGE INCLUDES POLLUTION ABATEMENT PROJECTS AS WELL AS PROJECTS TO INSTALL THE NECESSARY UTILITY SUPPORT FOR EXISTING AND PROGRAMMED CONSTRUCTION. THIS YEAR'S INCREMENT OF PROJECTS FOR AIR POLLUTION ABATEMENT IS \$3.7 MILLION; AND FOR WATER POLLUTION ABATEMENT IS \$6.1 MILLION.

(MILLIONS)

\$2.0

#### REAL ESTATE

THE ONLY ITEM IN THIS CATEGORY IS THE \$2.0 MILLION REQUESTED FOR ACQUISITION OF RESTRICTIVE EASEMENTS TO PROTECT OUR BASES FROM ENCROACHMENT BY INCOMPATIBLE LAND USE.

(MILLIONS)

\$33.0

#### SUPPORT

THE SUPPORT PORTION OF OUR REQUEST AMOUNTS TO 10.6 PERCENT OF THE PROGRAM AND CONSISTS OF \$18.0 MILLION FOR PLANNING AND DESIGN, AND \$15.0 MILLION FOR MINOR CONSTRUCTION PROJECTS.

## INTRODUCTION OF ASSOCIATES

Senator BELLMON. Would you introduce those witnesses accompanying you here today?

General McGARVEY. Mr. Chairman and members of the subcommittee, the Air Force appreciates the time that you have set aside to review our requirements for fiscal year 1974 military construction appropriations. To my left is Mr. Harry P. Rietman, associate director of civil engineering, who will assist in the presentation of our requirements: And Mr. John Lee, from the Office of the Director of Budget, on my right.

Senator BELLMON. You have no further comments?

General McGARVEY. No, sir.

Senator BELLMON. Mr. Chairman, do you have any comments?

## AIR FORCE ALERT POSTURE

Senator MANSFIELD. Mr. Chairman, I would like to ask the general one question anyway. How effective was the alert stage as far as the various segments of the Air Force involved last week?

General McGARVEY. Yes, sir. I would have to provide that information to the record for you, Senator. It is pretty far afield from my engineering responsibilities, but we will be happy to provide such a statement for you.

[The information follows:]

## EFFECTIVENESS OF ALERT REG FORCES

The United States Air Force was directed to assume an increased readiness state by the National Command Authorities. We believe we were extremely effective in providing the designated forces which would help demonstrate the United States' purpose and resolve during the recent Middle East hostilities. Worldwide, the Strategic, Tactical, Air Defense and Airlift Forces were required to rapidly convert from a normal day-to-day posture to an increased alert readiness. This conversion was accomplished with required resources well within JCS established timing.

The Strategic Air Command was called upon to redeploy to CONUS selected B-52s temporarily based in the Pacific, provide KC-135 air refueling support, increase the number of Strategic Bombers on nuclear alert and maintain the missile force in a high state of readiness. All these objectives were met. Approximately 70 B-52Gs were returned to CONUS bases; within hours of notification the first aircraft were configured for deployment and airborne. The movement was completed well ahead of redeployment planning factors. The strategic land based missile forces are always maintained in a constant state of readiness with nearly 100 percent of the force available for immediate launch; therefore, the ICBM force continued to provide strategic deterrence throughout the crisis.

Tactical fighter forces world-wide responded to the increased readiness in minimum time. All major commands reported the initial required actions completed within a matter of hours, thus, providing a nuclear and conventional strike force available with significantly reduced reaction times. All weapons systems were readied and manned providing theater commanders with a tailored tactical fighter force capable of meeting foreseeable contingency requirements.

The Continental Air Defense forces received the alerting instructions and within a few hours reached a posture with 100 percent of required aircraft on either a 5- or 15-minute alert. All defensive warning systems were fully activated to provide the required data for the National Command Authorities.

As you are aware, some of our strategic airlift aircraft were already involved in the transportation of material to Israel when the alert stage was called. The aircraft which were not immediately involved with the Israeli resupply

were, of course, performing their normal missions. Recovery of these aircraft and the assignment of an increased alert posture was begun immediately and generation of noncommitted aircraft was undertaken. The availability of strategic airlift bettered the time requirement established by the Joint Chiefs of Staff.

The tactical airlift force was brought to increased readiness posture by the Commander in Chief, USREDCOM, as a part of a REDCOM committed force. This force is comprised of 13 squadrons assigned to the Tactical Air Command. (11 located on the CONUS and two on temporary duty in Europe). The initial deployment requirement of two squadrons within a specified time was met with the aircraft loaded and ready for launch. Follow-on requirements were met within the required time frame.

It is safe to say, that the CONUS based airlift forces responded to the increased readiness with dispatch. The overseas airlift forces currently assigned to the European, Pacific and Alaskan Air Commands were also brought to a state of increased readiness within the time frame established by the JCS.

The final evaluation of the United States Air Force effectiveness is provided in a 30 October 1973 message released by Secretary of Defense Schlesinger:

"Throughout the last two weeks the men and women of the Department of Defense have been called upon to support the National interests and objectives of the United States during a highly sensitive and complex period. Everyone involved has performed magnificently, and I extend my personal 'well done.'

The teamwork and high level of readiness demonstrated by the U.S. Armed Forces during this period is proof to every American, to our friends and allies around the world, and to potential adversaries, of the capabilities and the professionalism of our defense establishment. I am confident that the Department will accomplish any necessary tasks in the future with the same high level of dedication and performance."

#### AIR GUARD ALERT

Senator MANSFIELD. Could you also, General, provide a statement as to how effective the National Air Guard was at the time the alert was ordered?

General McGARVEY. Again, sir, we will provide that for the record.

Senator MANSFIELD. That is all, Mr. Bellmon.

[The information follows:]

#### EFFECTIVENESS OF ANG AT THE TIME OF ALERT

Eighty-three percent of the ANG flying units (92) were operationally ready at the time of the alert.

#### LAND USE PLANNING

Senator BELLMON. General, I would like to raise a question in relation to land use planning which you cover in your statement. I will use the specific amount stated to make a point. At Tinker, which I am sure you are well acquainted with, after the air bases had been located, I think it was public knowledge they had been there, civilian developers came in across from the base and directly in front of the main runway and built some 300 homes plus a shopping center and school. Since that time there have been several airplane incidents around the runway and the housing area and there has been some loss of life involved.

Now the local community—well, those homes were put there, I am sure, almost 100 percent with either VA loans or FHA loans and all of it was Government money that built those houses. You talk about this planning here and what is being done to prevent those kinds of absolutely idiotic conflicts with land use in the future as far as the military is concerned?

General McGARVEY. Well, sir, our thrust has been and is certainly heavily emphasized at the moment to avoid this, if possible, through joint planning with the local communities, with an effort to get the local community authorities to zone the surrounding territory around the airfields for uses that are fully compatible with aircraft operations and the accompanying accident potential and noise exposure factors.

Senator BELLMON. Well, is there any effort made by the Military or by the Air Force to tell the Department of Housing and Urban Development or the Veterans' Administration that this is an area which the military feels is unsuited for this housing and other types of development? In other words, is the Federal Government at this late date even in a position to have the right hand know what the left hand is doing?

General McGARVEY. Yes, sir; I think the Housing and Urban Development have the same kind of general guidelines that the Air Force is pursuing in zoning for compatible usage both from hazard and noise standpoints.

Senator BELLMON. Do you know the Congress is trying to pass land use planning and we may pass it or may not, but it seems without this action that the military could work up its own land planning around its facilities and at least furnish its planning to other Federal agencies so those who make housing loans or for parks or highways or whatever or provide funding, would know whether or not the projects they were planning were compatible with military needs? Do you have any such programs?

General McGARVEY. We don't have a specific program with the other Federal agencies, only through the cooperation and exchange with the local planning and zoning folks who are involved with the other Federal agencies as well as ourselves.

Harry, are you aware of such efforts?

Mr. RIETMAN. Mr. Chairman, right now FHA has a criteria on noise zones around the airfields, and this includes the military, and they do draw lines in which they will not underwrite loans. That does not prohibit conventional loans from being secured. It doesn't prohibit building, but does keep the Federal Government out of an inconsistent position.

Senator BELLMON. Only for noise. What about for approaches to your runways?

#### TINKER COMPATIBLE-USE ZONES

Mr. RIETMAN. That is normally where the high noise incidence occurs, is on the approaches and departures of our runways.

Senator BELLMON. Just for the guidance of the committee, could you give me the land use planning or give the committee the land use planning information you have around an airbase, and I will use Tinker as an example, and I would like to know what you have provided to either Federal agencies or local zoning authorities to give them guidance as to how they zone land around that installation.

I can't imagine any more ridiculous situation than we had down there with the runway and the deaths and very heavy costs of litigation that occurred as a result of it. Can you furnish that information? If it is in existence, I am not aware of it, and I think you would be surprised how little is actually done.

General McGARVEY. I assume you would be aware of the very recent action taken by Oklahoma City?

Senator BELLMON. This was accomplished by a local board issue which I think was farsighted action on the part of local leaders, but it should not have been necessary?

General McGARVEY. Yes, sir, but going back to the earlier question, it came about as a direct result of the two working together, the airbase at Tinker with the local community.

Senator BELLMON. Don't forget there are some politicians working on that, too, and I think you will find that I have made efforts myself to get that cleaned up.

General McGARVEY. Yes, sir.

Senator BELLMON. What I want to know is, will it happen again? I am curious to know if you really have a policy of saying to the local FHA office, local VA office, local mayors, "This is an area we feel"—and I think what you can insist upon as far as the Federal agencies are concerned—"should not be allowed to develop for housing or other conflicting uses."

Mr. RIETMAN. Yes, sir. There has been such a policy, and it has just been recently formalized and restated again to our major commands to be implemented through or bases. Additional guidance is being provided to them because the main thrust of this is going to be through cooperation with the communities to secure zoning that is compatible with our needs and theirs.

Senator BELLMON. I hope you appreciate the tremendous pressures put on local zoning authorities to allow land to be developed for industrial and/or housing purposes, and I don't think the military branches are safe to rely entirely on local use of government because they can't resist pressures, but I think through working with the Federal Housing Administration or the Farmers Home Loan Administration or the VA that you can literally stop the availability of Federal loans for any undesirable developments in the areas that are sensitive, and I want to know if you are doing it. That is the point.

#### DIRECTIVE ON LOCAL FUNDING DEVELOPMENT

My information from the local FHA office in Oklahoma City is that they didn't know the area they were making these loans in was an area the military felt ought to be rezoned as an open space. That is some time back. I hope you are doing better now, but I would like to know that you are, and can you give us the directives you furnished to local branches of various Federal agencies that furnish funding for developments?

General McGARVEY. Yes, sir.

[The information follows:]

#### AICUZ-DIRECTIVES FURNISHED LOCAL BRANCHES OF FEDERAL AGENCIES

Early in 1970, when the Department of Housing and Urban Development was developing minimum standards for acceptable noise levels in residential areas, the Air Force directed that vicinity noise maps of Air Force installations be made available to HUD and Veterans' Administration field offices upon request. At this time, Air Force involvement consisted primarily of providing these noise maps to HUD and the VA for their use in applying their guidelines.

In 1971, the Air Force established a buffer zone concept, called Greenbelt, which was designed to protect bases from further encroachment. This later became



known as the Air Installation Compatible Use Zone concept and emphasized the necessity to work with local planning and zoning authorities in obtaining compatible land uses around our installations. As research into noise assessment techniques has progressed and studies of the effect of noise on people have continued, refinements in the application of noise tolerance criteria have taken place. Accordingly, the Air Force has updated its approach to include the latest technological advancements.

In July of this year the Department of Defense published a land use planning policy which was an outgrowth of Air Force land use planning activities. This policy requires the development of compatible land use plans for air installations, with implementation to be accomplished primarily by local zoning. Full cooperation and participation of local authorities in the planning process is vital and is being sought. What this really involves is working hand in hand with local communities to develop comprehensive land use plans which consider such items as the anticipated future growth of the area and the base, the impact of aircraft operations on the surrounding area, the intrinsic suitability of the land for various uses, and the potential effect of these uses upon the flying mission. Such plans have been accomplished at a few locations, and are in the initial stages at many others. We are in the process of establishing land use compatibility standards based on our most recent experience and the experience of others in this field. Within the next few months, these standards, and other definitive information relating to the Air Force program, will be presented to other government agencies and departments as desired Air Force land use policies. The Air Force is striving to work for mutually beneficial results in this program, considering both the necessity to maintain the operational capability of our installations and to protect local residents from the inherent hazards of flying operations.

#### DORMITORIES, MALMSTROM

Senator BELLMON. Mr. Chairman, I don't want to monopolize the time.

Senator MANSFIELD. I have just one question. What is the status of the \$900,000 for enlisted men's barracks at Malmstrom Air Base in Montana?

General McGARVEY. Yes, sir, I am sure you are aware, Senator Mansfield, we bid that project and were not successful in awarding it, that we had insufficient money. We have submitted a request for a deficiency authorization.

Senator MANSFIELD. Had you bid that project, or was that the dormitory for the WAC's?

General McGARVEY. Maybe I am speaking of the wrong one.

Senator MANSFIELD. Both at Malmstrom.

General McGARVEY. The only one we have in the program is the one at \$552,000, and we bid it and were short of money and came back for deficiency authorization.

Senator MANSFIELD. Are you making up the difference from any other source?

Probably the reason for the increase in the cost is due to the fact they have to make larger rooms for the WAF's, and the original contract, I understand—and you can correct me—was for man-sized rooms rather than for lady-sized rooms?

General McGARVEY. Colonel Rutland, can you respond on changes associated with that?

Senator MANSFIELD. There is a difference in the sizes, is there not?

Lieutenant Colonel RUTLAND. You are speaking now of the 1972 project, sir, the one being built for WAF's now?

Senator MANSFIELD. Yes.

Colonel RUTLAND. In basic design change, sir—there is no actual change with respect to space. There is still the 90 square feet net per person. The only changes in design with respect to the WAF's would be the tub-shower combination as opposed to just a shower for the male airmen. There would be a lounge, for example, and a men's room adjacent. There will be additional laundry space and a small kitchen on each floor. So, basically the prime design for WAF and male airmen is the same. The problem with respect to the Malmstrom project is that it was designed in-house. We felt during the review of that design that there were certain elaborate features that we could have taken out. We are now going back with an AE designing the facility in consort with a Vandenburg dorm project for WAF. We hope to get it on the street within the next few months.

Senator MANSFIELD. Has the project been let for the WAF dormitory?

Colonel RUTLAND. Yes, sir.

Senator MANSFIELD. Where are the additional funds coming from if needed?

General McGARVEY. That was the one I made reference to, sir. We are caught in the bind because it is a single line item for the station. We were not able to obtain bids within the 125-percent limitation. We have submitted a deficiency request.

#### MALSTROM BARRACKS

General McGARVEY. To go back to the earlier question, which I misunderstood, on the \$907,000 barracks at Malmstrom, is also a subject of conference at the moment. It was knocked out by the House Armed Services, and we don't know why. We need it very badly and support it strongly as a requirement. Whether it is going to survive conference action, we do not know, of course.

Senator MANSFIELD. We will see and I am just delighted to have the Air Force's further recommendation that this is needed at that airbase.

Thank you, Mr. Chairman.

Senator BELLMON. Thank you, Mr. Chairman.

#### VANCE COMPATIBLE USE ZONES

General, to go on a little further with the land use planning data we had, you must be familiar with Vance Air Force Base.

General McGARVEY. Yes.

Senator BELLMON. The airbase is located some 3 or 4 miles south of the city and between the airbase and the city presently there the land is mostly agriculture. The city is growing and there is a new plant that is going in that will put 1,000 people to work and pressures on the landowners and on the city government is to allow residential development in that approach area. It has now been flooding and some rains which you are well aware of, which has made much of the previous residential section less desirable as far as future occupancy is concerned, so there will be other pressures to find areas to build homes and my question is what, if anything, is the Military doing to make certain we won't have another Tinker Air Force situation growing up in the approaches to Vance? Do you happen to know?

General McGARVEY. No, sir, I am not aware of any current activity at Vance being posed as a problem of encroachment at the moment. We will certainly take a look at it and see if this—well, this has not been brought to our attention at this level. We will look and see if we have that problem at Vance.

#### VANCE STUDY ON NOISE IMPACT

Senator BELLMON. I notice in your further land use planning you say you are continuing to pursue their installation compatible to the zoning concept presented last year and I discussed this matter with the commander at Vance and I wouldn't want to quote or misquote him, but I think you will find that there is some concern as time passes, you know, present local governments on your good jobs are zoning something out in a desirable development and it occurs to me the Air Force ought to look at that situation and perhaps come to Congress to ask for funds to either acquire properties or acquire easements, a legal right to control the future development of, or at least limit the development of that area to compatible uses.

Would you look into this and give us a report on what your findings are?

General McGARVEY. Indeed, yes, sir.

Senator BELLMON. At Vance?

General McGARVEY. Yes, sir.

[The information follows:]

#### AICUZ PROBLEMS AT VANCE

As early as 1967, a study was performed at Vance AFB to determine the area of noise impact due to the flying mission. This study did not prescribe tolerable or intolerable noise limits, but only served as a guide for the local communities in planning appropriate land uses. Since that time many advances have been made in defining land use determinants, such as noise impact, and, as a result, the Air Force has recently disseminated guidance to all flying installations incorporating the latest technology. This guidance requires the development of compatible land use plans in full cooperation and participation between the base and local communities, implementation of these plans by local zoning ordinances. The use of zoning is considered to be the appropriate method of implementing these plans, since the highest and best compatible uses are available to the property owner and the land remains on local tax rolls, since it encourages local communities to establish comprehensive development plans to maintain orderly growth, and since protecting the health, safety and general welfare of local citizens is the purpose of zoning. It is not the Air Force's intent to purchase property rights in lieu of appropriate local zoning, however, limited exchanges or acquisitions may be necessary where restrictions on land uses are most severe. We believe that this approach is reasonable and in the best interests of both the Federal government and the local citizen.

The initial guidance which directs the assembling of aircraft operational data as a first step in developing an airport environs land use plan, has been received and is now being accomplished at Vance. Following this, new noise maps will be generated using the latest techniques, and then working together with the local planning commission, a comprehensive area land use plan will be developed which considers all relevant land use determinants. Maintenance of the plan will be accomplished via a continuing dialogue between base and community officials regarding any matters which may affect the plan. We do not anticipate a requirement to acquire land interests at Vance at the present time.

#### DORMITORY OCCUPANCY STANDARDS

Senator BELLMON. I will now ask the questions you heard me ask perhaps of other witnesses this morning. Could you describe briefly the

impact of the new criteria for barracks that the House's military construction authorization bill will cause, what will it mean to the Air Force?

General McGARVEY. It will not impact upon us, of course, the same as it does the other two services. In dollars and cents, it probably impacts the Air Force to a lesser degree from two standpoints. One, our programs are much smaller in numbers of spaces and the actual dollars associated with them. But also the Air Force, for a number of years now, since about 1968, has been pursuing an objective of housing our people two men per room where possible.

Senator BELLMON. Enlisted?

General McGARVEY. Enlisted men, sir, for those grades of E-2 through E-4. There was this discussion about the four men per room. Previously our dormitories were constructed on a three-men-per-room basis but since 1970 all of our construction has been geared to two men per room of course staying with the 90 square foot per man and not exceeding the dollar-per-man costs. So we have the situation where our current designs are two two-man rooms that share a common bath facility.

Now, for us to go to four-man, it is cheaper for us to do that than the Army or Navy because we would simply remove the partition and put those two rooms together. So we have an impact of a little over \$200,000 in design costs to go back and redesign on the numbers we have, but we are confronted with the same problem of the big delay of having to redesign now because the designs are nearing completion and ready to go out on the market. We have the same problem of additional costs by delays and the inflationary spiral that will cause the ultimate construction prices to go up.

Also of concern to us is the horrible management problem that a commander will have if we would now build three or four man-per-room dormitories or barracks on his base whereas all of his dormitories constructed previously are now occupied at two men per room. He would be confronted with a dual standard of living or forcing everybody to retrograde to a three- or four-man-per-room situation.

We feel very strongly that the driving factor is privacy and security of the airmen's personal belongings, which are the prime reasons for wanting two men per room. We also feel very strongly that we in the Air Force have a situation that is different from the other two services in that living and operating on an air base is different than living in the field or operating on an Army post or a naval station. A large number of our people are shift workers and they work around the clock, 24 hours a day and they do not all belong to the same company or the same battalion, but members of different organizations live in the same dormitories. We have people coming and going at all hours of the day and night, so we feel very strongly about this privacy situation and two per room.

Senator BELLMON. From what you have said, the only additional cost of using the two-per-room design, if you have the same number of square feet per person, is the cost of building one short partition, perhaps one additional wall?

General McGARVEY. Yes, sir. We have to reduce the number of partitions and make those design changes.

Senator BELLMON. I am saying if you stayed with two per room rather than going—or if you go from four per room rather than two per room, all you would do is take out the one dividing partition?

General McGARVEY. Yes.

Senator BELLMON. You wouldn't need to add one, you have a lavatory now for four people.

General McGARVEY. You are correct.

Senator BELLMON. The only thing I see as we go to the House's criteria is the cost of one partition?

Mr. RIETMAN. Yes; but it is offset by the fact we would be delayed in getting on the street because of the future designs.

Senator BELLMON. Yes; future designs.

Mr. RIETMAN. But it is one less door and one less partition.

#### DESIGN COSTS

Senator BELLMON. And perhaps you have already furnished the House committee with estimates of the cost of your design as compared to the cost of the new design? Have you done this?

Mr. RIETMAN. Yes, sir.

Senator BELLMON. Does this committee have copies of that information?

General McGARVEY. Yes.

Senator MANSFIELD. Could this committee have copies?

General McGARVEY. Yes.

[The information follows:]

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE  
WASHINGTON, D. C. 20301

28 SEP 1973

Mr. James F. Shumate, Jr.  
Professional Staff Member  
House Armed Services Committee  
Washington, D. C. 20515

Dear Jim,

In accordance with your request, enclosed are analyses by the Military Departments of the impact that would result from the subcommittee's proposed revision to bachelor enlisted housing criteria.

Summations of the adverse impacts of the proposed changes, which are substantial both in terms of time and money, are included below. Essentially, comments of the Military Departments reflect an unanimity of views that the changes will result in major delays occasioned by the necessity of redesign, plus costs of lost design effort and higher construction costs anticipated due to inflationary construction trends. In short, the changes will not only be seriously disruptive to the scheduled accomplishment of the housing program, but in terms of cost effectiveness or economic balance must inevitably result in higher costs.

Impact of Bachelor Enlisted Housing Criteria Change  
on FY 1974 Military Construction Authorization Bill  
(all figures in thousands of dollars)

	<u>Army</u>	<u>Navy</u>	<u>Air Force</u>	<u>Total</u>
<b>Summary of Increased Cost Required</b>				
<u>New Construction</u>				
Additional Design Costs	\$ 2,188	\$1,368	\$119	\$ 3,675
Escalation Loss	7,918	3,502	135	11,555
Subtotal Losses	\$10,106	\$4,870	\$254	\$15,230
Less Savings Construction Cost	2,913	1,245	242	4,400
NET COST INCREASE	\$ 7,193	\$3,625	\$ 12	\$10,830
<u>Modernization</u>				
Net Cost Increase	\$ 3,700	\$ 100	\$123	\$ 3,923
TOTAL COST INCREASE	\$10,893	\$3,725	\$135	\$14,753

In summary, the Military Departments contend it will cost the government \$14.8 million more if new bachelor housing criteria is imposed on the FY 1974 program.

Sincerely,

PERRY J. FLIAKAS  
Director of Facilities Planning  
and Programming  
Office of Deputy Assistant Secretary of Defense  
(Installations and Housing)

DEPARTMENT OF THE AIR FORCE  
IMPACT OF CRITERIA CHANGE

on

FY 1974 MCP DORMITORY PROGRAM

PART III - Projects not affected by new criteria

<u>Location</u>	<u>Scope (Men)</u>	<u>Requested Amount (\$000)</u>	<u>Design Lost (\$)</u>	<u>Design Lost (Days)</u>	<u>Inflation Effect (\$)</u>	<u>Construction Cost Diff (\$)</u>	<u>Remarks</u>
Lackland	1,000	5,053					Recruit Housing Open Bay
Clark	1,302	1,800					Air Condition only.
Osan	1,104	2,077					E-5 and E-6 only

NOTE: Proposed criteria change has net impact of increasing dormitory design and construction cost in the amount of \$135,385.

## DEPARTMENT OF THE AIR FORCE

## IMPACT OF CRITERIA CHANGE

of

FY 1974 MCP DORMITORY PROGRAM

## Part I - New Construction

PROJECT	1 ORIGINAL COST (1391)	2 SCOPE COST SAVINGS	3 ADDITIONAL COST ESCALATION	4 TOTAL CONST. COST (+1-2+3)	5 LOST DESIGN COSTS	6 ADDITIONAL DESIGN COSTS	7 TOTAL DESIGN COST (5+6)	8 ADDITIONAL COST TO GOV'T (-2+3+7)
	(+\$000)	(\$000)	(+\$000)	(+\$000)	(+\$000)	(+\$000)	(+\$000)	(+\$000)
Peterson Field	989	6.0	7.4	990.4	2.5	2.5	5.0	6.4
Wright-Patterson	1,117	8.0	8.4	1,117.4	5.0	5.0	10.0	10.4
Webb	2,500	50.0	0	2,450.0	0	0	0	-50.0
Dover	2,558	-30.0	19.2	2,607.2	25.0	25.0	50.0	99.2
Kincheloe	1,755	71.0	17.6	1,701.6	17.5	17.5	35.0	-18.4
Malmstrom	907	7.0	4.5	904.5	2.3	2.2	4.5	2.0
Keesler	5,130	35.0	38.5	5,133.5	3.0	3.0	6.0	9.5
Kunsan	1,838	40.0	18.4	1,816.4	2.3	2.3	4.6	-17.0
Osan	2,085	45.6	20.9	2,060.3	2.0	2.0	4.0	-20.7
Incirlik	800	9.5	0	790.5	0	0	0	-9.5
Part II - Modernization (Alteration) Lump Sum	7,384	-15.7	14.2	7,413.9	46.9	46.9	93.8	123.7
							TOTAL	+135.6



## ALL-VOLUNTEER FORCE

General McGARVEY. I would like to make one further comment. As you know, in regard to the All-Volunteer Force the Air Force has not suffered any problems in recruitment. We have met 100 percent without any difficulty. We attribute it directly, to a great degree, to our current two men to a room accommodations and we are concerned, if we retrograde to lesser criteria, that it will impact on our recruiting ability.

Senator MANSFIELD. My observation, based on what you told us this morning, is that there, of course, might be upgrading of the other services?

General McGARVEY. Well, I make the comment about the peculiarities of the requirements of the services as the Air Force views them, we do comply with the DOD criteria and statutory cost limit and we feel we can meet our requirements much better.

## UNOBLIGATED BALANCES

Senator MANSFIELD. What was the unobligated balance in military construction carried over by the Air Force from fiscal 1973 to 1974?

Mr. LEE. \$199 million and it was reduced \$157 million as of September 30.

Senator MANSFIELD. Again, is it more or less than normal?

General McGARVEY. That was less than last year. Last year the carry-over was \$220 million.

Senator MANSFIELD. Why such a large carryover year after year?

Mr. LEE. Again, just to complete the cost of going work, much of it, and some of it, of course, is due to contracts not awarded as of June 30. There are involved a number of problems, either uncompleted design or also we have some projects that have not as yet been cleared by Congress in this session. In other words, they were delayed, as an example, at the coastal bases, where the Appropriations Committees prohibited us from going ahead with any construction at coastal bases having a major strategic command flying mission.

Mr. RIETMAN. General Cooper was alluding to earlier that after that point in time we have to continue to spend money without any replenishment until appropriation bills are enacted, so that by the time we get a new appropriation bill, our unobligated balance is significantly down from the June 30 figure.

Senator MANSFIELD. And if we make appropriations in November or December you have only 6 or 7 months?

Mr. RIETMAN. To obligate, that is right, sir. So because of that imbalance it is an artificial point in time to take the unobligated balance.

## MINOR CONSTRUCTION CARRYOVER

Senator MANSFIELD. What was the carryover in minor construction in fiscal 1973 and how much are you requesting now?

Mr. LEE. In the minor construction account, the carryover was \$1.5 million and as of September 30 we have no funds left in the minor construction account.

Senator MANSFIELD. Do you handle the construction account the same way as the other services generally?

Mr. LEE. Yes, sir.

Senator MANSFIELD. The \$300,000 unit?

Mr. LEE. A single authorized project not exceeding \$300,000.

Senator MANSFIELD. Did your service carry over any moneys from the fiscal 1973 to 1974 planning account and how much are you asking for planning in this year's construction bill?

Mr. LEE. We carried over \$5 million and that has been reduced to \$2.5 million as of September 30.

General McGARVEY. We requested \$18 million. The previous request, the request was \$15 million on the minor construction.

Senator MANSFIELD. Do you use the minor construction moneys if you have a fire or windstorm? Do you go ahead and repair the damage if it is under \$300,000?

General McGARVEY. That is one category, Senator. The others, the same types of projects that were described to you by the other two services.

#### ACCESS ROADS

Senator MANSFIELD. Did you get all of the money you asked for, for access roads?

Mr. RIETMAN. Mr. Chairman, in the fiscal year 1974 request, at the time our budget was put together we had a carryover of money that was sufficient to cover the projects that had been validated at that time so when we sent our request over and it was forwarded to Congress, we did not have a requirement for funds. However, subsequent to that time at an earlier session of this committee Mayor Keith of Biloxi appeared and identified a requirement for some access road funding around Keesler Air Force Base and during his appearance he mentioned that on the road into the Air Force base, all within the city of Biloxi, "In 1972 there were 830 accidents causing \$327,000 in vehicular damage, 123 bodily injuries, and four fatalities. In 1971 there were 860 accidents and \$347,000 in vehicular damage, 115 injuries, and three deaths."

As General Cooper said earlier, we used the Military Traffic Management and Terminal Service, MTMTS, to survey access roads and identify the need for them. They completed the survey in June of last year which was provided to us, which identified the requirement at the base. By the time that could be validated and turned into estimates, it was too late to get in this budget request that is before the committee now. However, the city has agreed they will participate in funding of this requirement and because of that they have been able to use their money to initiate design and have even started on the procurement of the right-of-way so that we are now in a situation that if the Congress should provide money, it could be put to work very quickly on this badly needed project.

Senator MANSFIELD. What is the division of cost between the city and the Air Force?

Mr. RIETMAN. They volunteered to underwrite 10 percent of the cost, sir.

Senator MANSFIELD. What is the sum that the Air Force would need?

Mr. RIETMAN. There are two parts of it. On the road, the major part, there is a \$2 million requirement and the total requirement around the air base is about \$3.3 million. We feel that the only amount

of money that could be put to bid in the fiscal year time period would be about \$2 million.

Senator MANSFIELD. So you would like to add \$2 million for this purpose?

Mr. RIETMAN. We could put it to very good use, yes.

Senator MANSFIELD. I have no further questions.

Senator BELLMON. Thank you very much.



## DEPARTMENT OF DEFENSE

### ADDITIONAL FUNDS REQUESTED AS PART OF DEVALUATION FOR FISCAL YEAR 1973 PROGRAM

STATEMENT OF MAJ. GEN. KENNETH B. COOPER, OFFICE OF DEPUTY  
CHIEF OF STAFF FOR LOGISTICS, U.S. ARMY

ACCOMPANIED BY CHARLES NEUENDORF, OFFICE OF THE SECRETARY OF DEFENSE

#### REQUEST FOR ADDITIONAL FUNDS AS PART OF DEVALUATION

Senator MANSFIELD. Will you identify yourself?

General COOPER. Maj. Gen. Kenneth Cooper, Director of Installations of the Department of the Army, and I have with me Mr. Charles Neuendorf from the Office of the Secretary of Defense.

The directive asked that we discuss the request we made on May 7, 1973, to you. Mr. Chairman, concerning additional funds required as part of the devaluation for the fiscal year 1973 program. We asked specifically for an additional \$20.65 million. This request had been agreed to by the House Appropriations Committee, but not yet been acted on by the Senate.

#### COST OF MAINTAINING NATO INFRASTRUCTURE

Senator MANSFIELD. That is fine, General. I would like to ask some general questions and if you can't answer them, I wish you would furnish them for the record. What is the cost of maintaining the NATO infrastructure in Western Europe at this time?

General COOPER. The NATO infrastructure program contribution of the United States, has been about \$40 to \$50 million per year. The total program itself has been about \$4.8 billion, for all of the countries.

You may remember initially the United States provided 43 percent of those funds. At the present time if France is involved, the United States provides 25.77 percent. If France is not involved—and it can choose to be in or out—the U.S. portion is 29.67 percent.

Senator MANSFIELD. General, what is the overall cost of maintaining all U.S. NATO forces in Europe?

General COOPER. Sir, I would like to provide that information for the record. I believe it has been testified to by the Secretary of Defense.

Senator MANSFIELD. And I wish you would bring it up to date. The last figure I saw was \$17 billion in January of this year. Could you give the committee an up-to-date figure?

General COOPER. Yes, sir.

[The information follows:]

COSTS OF U.S. FORCES FORMALLY COMMITTED TO NATO

Total costs - One measure of the U.S. contribution to NATO security is the total annual costs for the general purpose forces the U.S. maintains in support of NATO security. Such a cost estimate is very sensitive to how one allocates our non-Europe deployed forces for possible European, Asian and minor contingencies. It is possible to allocate these forces in different ways, thereby substantially raising or lowering the "cost" of our forces in support of NATO security. One way of making such an estimate is to include costs for the forces in the U.S. formal commitment to NATO (i.e., those in Europe and those in CONUS ready for early deployment to Europe) and the support costs associated with these forces. The most recent DOD estimate of the costs for all these forces and support programs is roughly \$17 billion for FY 74. <sup>1/</sup>

It includes:

All the U.S. general purpose forces and related support elements and headquarters in Europe.

Some of the U.S. general purpose forces (both active and reserve) that are formally committed to NATO but are not in Europe.

Variable costs of U.S.-based support including training, individual support and logistics for the above forces.

Military assistance for European countries (including Greece and Turkey) and the NATO Infrastructure program.

About \$7.7 billion of the \$17 billion is related to the cost of U.S. combat forces actually in Europe and their U.S.-based support -- i.e., the cost of new equipment, and a proportionate share of U.S.-based training and logistics support. In order to save this \$7.7 billion, all 300,000 men and associated units in Europe would have to be eliminated from total U.S. forces along with eliminating U.S.-based support units and cancelling of U.S.-based support programs.

The \$17 billion estimate assumes that costs for our strategic offensive and defensive forces, administration, research and development, and retired pay would be unchanged even if we eliminated the forces and programs described above.

Direct costs of U.S. forces in Europe Another way to look at the U.S. costs in support of NATO security is the \$4 billion cited as the direct annual operating costs of approximately 300,000 troops actually based in Europe. The \$4 billion covers only the military pay and allowances and direct operations and maintenance costs for the U.S. forces in Europe including the Sixth Fleet. Since the \$4 billion excludes such items as procurement of new equipment and necessary U.S.-based support (training, logistics, etc.), it gives an incomplete view of the costs of our forces in Europe and does not represent the cost of all the forces we keep for use in Europe.

In addition, the \$4 billion figure has been misused by people who believe that if we merely returned the 300,000 people to the U.S. we could save \$4 billion annually. This is not true since roughly 90 percent of the \$4 billion is needed to keep and operate these forces whether they are in Europe or in the U.S. Further, if we maintained these 300,000 people in the U.S. but wanted to be able to return them quickly to Europe in a crisis, we would have to spend more than we presently spend on prepositioned unit equipment in Europe or on airlift and sealift forces.

This argument applies also to the \$17 billion estimate. That is, redeploying the 300,000 men to the U.S. would save very little and would result in increased costs.

1/ This is the concept which underlies the \$16 billion FY 73 estimate. The differences between this \$16 billion estimate and the \$17 billion estimate is inflation.

## NATO PERSONNEL

Senator MANSFIELD. Could you tell the committee how many generals and admirals there are attached to all NATO elements in Europe?

General COOPER. Again, I would have to provide that for the record since my area of expertise is in military construction.

Senator MANSFIELD. Fine. Could you also provide for the record the number of colonels, lieutenant colonels, majors, and captains, or take in the whole thing—first lieutenants, second lieutenants?

General COOPER. Yes, sir. United States?

Senator MANSFIELD. United States.

General COOPER. All services?

Senator MANSFIELD. Yes, all services.

General COOPER. Yes, sir.

[The document follows:]

U.S. ARMED SERVICES OFFICER ALLOCATIONS, NATO

Grade	Army	Navy	Air Force	Marines	Total
General/flag (07-010).....	14	13	15	0	42
Second lieutenant through colonel/captain (01-06).....	439	217	415	22	1,093
Total.....	453	230	430	22	1,135

<sup>1</sup> 192 are grade 06.

## DEVALUATION IMPACT

Senator MANSFIELD. Now in this reprogramming action you are asking to reprogram, as you indicated, \$20,650,000. Can the Department of Defense finance this sum from recoupments from the NATO infrastructure funds?

General COOPER. No, sir. We have already taken into account in our total funding recoupments.

We have a detailed breakdown of where we would get the funds from. Basically every year we estimate the total amount that we can get from recoupments and make our request on that basis. We would plan for this request of \$20.65 million to reprogram Safeguard funds.

Senator MANSFIELD. Now General, you indicated in your letter to the committee that this money was required because of the devaluation of the dollar; is that correct?

General COOPER. That is correct.

Senator MANSFIELD. Will you explain for the record exactly how devaluation affected our contribution to the NATO infrastructure?

General COOPER. Yes, sir.

Senator MANSFIELD. Can you furnish it or do you have it?

General COOPER. I thought you said, "Would I furnish it for the record" and I was trying to say I would furnish it for the record.

Senator MANSFIELD. Can you explain or furnish it?

General COOPER. We can do both. For all projects in past slices where the United States has obligated but not yet expended funds, we have to provide additional dollars so that our contribution in essence is the same. In other words, any time a country devalues its currency, it has to go back and put more money into the pot so that its



contribution comes back to the percentages I mentioned in the beginning.

Senator MANSFIELD. I will get to them in a minute. How much has the devaluation of the dollar increased the cost to military personnel in the various countries of Western Europe in which they are stationed and in the Mediterranean?

General COOPER. For all accounts?

Senator MANSFIELD. Yes.

General COOPER. Operations and maintenance, I can provide it for the record.

Senator MANSFIELD. The reason I asked that question is we have had two devaluations of the U.S. dollar, 10 percent each time, and we had a float which further devalued the dollar, and it is my understanding that it amounts to somewhere in the vicinity of 30 percent, perhaps more than that in West Germany, because of the revaluation of the deutsche mark and I would like to get those figures by country because it means that, economically speaking, an added burden has been placed on all military personnel and especially affects the lower levels.

General COOPER. That is correct, sir.

Senator MANSFIELD. I would like a detailed explanation of that by country and I don't know whether you can get this information or not, what effect it has had on the morale of the troops and what effect it has had on the morale of the troops and what effect it has had on the family situations inherent therein. Will you do the best you can?

General COOPER. Yes, sir. Morale is difficult to quantify, as to the effect on the families we have the numbers—I don't have them with me—of how many men had to send their families back to the United States.

Senator MANSFIELD. Yes.

#### IMPACT OF DEVALUATION ON MORALE

General COOPER. And we have taken some steps to alleviate that by providing station allowances that we didn't provide before. But I don't have all of the dollar figures here and I think you would like that.

Senator MANSFIELD. Of course that adds to the cost of maintaining these forces overseas?

General COOPER. Yes, sir.

[The information follows:]

MORALE IMPACT OF DEVALUATIONS

The effect on morale has not been too significant for military command-sponsored personnel, so long as they shop in the PX and commissary and take few meals on the economy. Additional station allowances and quarter allowances have been authorized, which have eased greatly the effects of the dollar devaluations. Military personnel who have suffered the most are the low ranking personnel who are not command sponsored, and may have brought dependents along at their own expense. Since these personnel do not qualify for off base housing allowances, any rent paid by them immediately increased as a result of the devaluations and continuing inflation. The DOD has directed employment efforts to attempt to place dependents of these personnel in jobs previously held by local nationals.

Tabulated below are values of European currencies prior and subsequent to the dollar devaluation and the percentage of cost increase resulting therefrom.

Foreign Currency Adjustment CostsDollars Per Foreign Currency Unit

<u>Country</u>	<u>Monetary Unit</u>	<u>Prior to Devaluation</u>	<u>Subsequent to Deval.</u>	<u>Percentage of Cost Inc.</u>
Belgium-Luxembourg	Belgian Franc	022313	.028300	26.8%
Canada	Can. Dollar	-	-	-
Denmark-Greenland	Krone	.14327	.182500	27.4%
France	Franc	.19547	.245500	25.6%
Fed Rep of Germany	Deutschemark	.310318	.432900	39.5%
Greece	Drachma	.0333	.0335	.6%
Iceland	Krona	1.0146	-	-
Italy	Lira	.001708	.001730	1.3%
Netherlands	Guilder	.30819	.389000	26.2%
Norway	Krone	.15048	.190200	26.4%
Portugal (Incl. Azores)	Escudo	.036697	.045000	22.6%
Turkey	Lira	.07142	-	-
United Kingdom	Pound	2.35	2.5410	8.1%

## HIRING PRACTICES

Senator MANSFIELD. Now, is it true, General, that American dependents find it almost impossible to get a job at U.S. military installations?

General COOPER. I don't have the detailed facts. There is blanket prohibition against hiring them as such. There are certain jobs that have been held normally by the Germans. Now, in those jobs, we can't, or we don't intend to, displace the Germans. To the extent that jobs are available, I don't think there is any discrimination. But I had better provide you with some more details.

Senator MANSFIELD. Now, we pay the German employees in deutsche marks?

General COOPER. Yes, sir.

## INDIGENOUS EMPLOYEES

Senator MANSFIELD. Could you give the committee a breakdown of the number of indigenous employees in all of the countries in which of indigenous employees in all of the countries in which we have installations of any significance, including Greece, Italy with our forces in the north there, and other countries?

General COOPER. Yes, sir; for all services or just the Army?

Senator MANSFIELD. All services.

General COOPER. Yes, sir.

[The information follows:]

*Indigenous hires*

The total numbers of indigenous employees in NATO countries is as follows:

## Country :

Belgium	468
Denmark	18
France	17
Germany	58, 858
Greece	577
Iceland	543
Italy	2, 405
Netherlands	288
Norway	38
Portugal	910
Turkey	587
United Kingdom	2, 251
Luxembourg	0
Total	66, 960

## DEPENDENT OVERSEAS EMPLOYMENT

Senator MANSFIELD. It is my understanding, and you might check me on this, Mr. Rexroad, that most of these jobs are allocated in Germany, for example, to German nationals, and that the only place where an American dependent might be able to get a job at a U.S. military installation is in the kitchen.

Mr. REXROAD. They have some secretaries, but it is very limited.

General COOPER. And schoolteachers.

Senator MANSFIELD. The schoolteachers are sent over?

General COOPER. Yes, sir, but I think if dependents are otherwise qualified.

Senator MANSFIELD. That you can then hire some others?

General COOPER. Yes, sir.

Senator MANSFIELD. And I would like that statement either corroborated or refuted, because I understand also that some of these dependents cannot find jobs at U.S. military installations because they have been usurped by German nationals, and that they have gone to work in German automobile factories and the like; is that a correct statement?

General COOPER. I don't have firsthand knowledge. I think it probably is correct, sir. You remember that since one of our objectives has been to try to reduce the number of U.S. nationals overseas, we civilianized jobs and we tried to convert jobs before all of this devaluation, to use a maximum number of Germans and the fewest number of civil servants from the United States, because it cost more.

Now, as a result of the devaluation and inflation we may be in a reverse position and we may not have adjusted to that reverse position.

[The document follows:]

EMPLOYMENT OF DEPENDENTS IN FOREIGN AREAS

The Department of Defense has made a concerted effort to improve the employment opportunities for dependents of military assigned in foreign areas over the past several years.

Dependents have been given priority in jobs with nonappropriated fund activities since July 1971. No local nationals are hired for these jobs unless a qualified dependent is not available.

In March 1972, a memorandum was issued giving preference in employment in appropriated fund activities to dependents. This memorandum required that to the extent possible within controlling appropriations, positions would be designated to be filled by dependents and that manpower space adjustments would be made to accommodate this effort. While the services still have manpower ceilings, they are now flexible enough to permit the employment of a dependent in all jobs that have typically been held in the past by local nationals. In Germany and most other countries, every local national position that becomes vacant is now filled with a dependent, unless there are no qualified ones available.

Costs are still a major factor, but with the rapidly increasing cost of local national labor and recent currency adjustments, the cost ratio of a local national employee to a U.S. military dependent is approximately the same in many grade levels, particularly at the lower end of the scale.

While the Presidential hire freeze and later hire controls from 12/72 to 4/73 somewhat limited the impact of these hiring changes, significant improvements have been realized. For instance, the number of dependents employed in Germany increased from 7,634 in March 1972, to 11,882 in September 1973, a 65% increase.

## PAYMENTS TO GERMAN HIRES

Senator MANSFIELD. Now, General, when you paid the German nationals, again, as an example, you paid them in deutsche marks?

General COOPER. That is correct.

Senator MANSFIELD. When the dollar is devalued, are their salaries or their wages in turn devalued, or are they still paid the same salary in deutsche marks?

General COOPER. They are paid the same salary in deutsche marks, but it costs us more, because we have to pay more for the deutsche marks.

## U.S. CONTRIBUTIONS

Senator MANSFIELD. Now, you have indicated that, or have you, let me put it this way. Is the United States still contributing 29.7 to the NATO infrastructure construction fund?

General COOPER. Yes, sir, for all of those projects that France does not participate in.

Senator MANSFIELD. France is in an in-and-out position. She belongs to NATO, and she does not belong to NATO. She still has 60,000 troops staked in southern Germany, but the French Forces—Army, Navy and Air Force—are not under NATO command, is that correct?

General COOPER. That is my understanding, sir.

Senator MANSFIELD. What steps is the Department of Defense taking to reduce this contribution figure to 20 percent?

General COOPER. I will defer to Mr. Neuendorf.

Mr. NEUENDORF. The U.S. negotiating position, and under the current discussion regarding the next 5 years' program, is 20 percent. The proposed U.S. negotiating position, plus reasons for taking these positions, is contained in a Secretary of Defense letter dated October 7, 1973, transmitted to the congressional committees.

Senator MANSFIELD. Twenty percent over a 5-year period?

Mr. NEUENDORF. Yes, sir.

Senator MANSFIELD. Does that depend on whether France stays in or participates or does not?

Mr. NEUENDORF. This would be without France's participation. It would be somewhat lower with France's participation.

Senator MANSFIELD. If the French condescended to participate in the meantime, maybe the figures can be reached that much sooner?

Mr. NEUENDORF. If they do; sir, yes.

## FISCAL YEAR 1974 FUNDING

Senator MANSFIELD. In this year's appropriation, General, I noticed that the Department of Defense has asked for \$80 million in new authorizations, and only \$60 million in new fundings for NATO infrastructure for fiscal year 1974. Now, why the difference between the funding and the authority you are requesting?

Mr. NEUENDORF. Our request recognized the problem of operating in a new fiscal year during the interim period when we did not receive new authorization from the Congress.

We, therefore, asked for \$20 million over our then estimated funding requirement in order that we might have \$20 million in unused authorizations to carry over into the new fiscal year to operate for per-

haps the first 4 months until new authorization was provided. NATO infrastructure is the only continuing program funded under the military construction appropriation. The other line items in the military construction appropriation pertain to single projects such as the Walter Reed Hospital, whereas NATO infrastructure is unique in that it is a continuing program to which the United States had previously committed itself through an agreed multiyear program and participation in the various infrastructure committee actions leading to authorizing contracting for specific projects.

#### GERMAN CONTRIBUTION

Senator MANSFIELD. Did the reevaluation of the German mark lessen the Federal Republic of Germany's contribution to the NATO infrastructure in relation to dollars?

General COOPER. The answer is yes.

Senator MANSFIELD. In other words, they could contribute their marks at an increasingly increased value and credit for that, because of the devaluation of the U.S. dollar?

General COOPER. That is correct, sir.

Senator MANSFIELD. Are the Germans still buying U.S. bonds?

General COOPER. I can't answer that. I will get it for the record, sir.

If I may, the German contribution has gone up from 13 percent in February of 1957, and it was about 1954 that Germany was added to NATO, up to about 25 percent now without France. The fact that their mark is revalued helps them in the existing program, but then, when they start discussing the percentages again, what each country is going to contribute, the state and the health of their economy is one of the factors considered.

Senator MANSFIELD. Well, General, would a 25-percent increase in their contribution be less than the increase in the value of the deutsche mark in relation to the dollar?

The reason I asked the question, General, is I understand in Germany, again as an example, that the differential there is probably closer to 40 percent as far as the devaluation of the dollar is concerned and the revaluation of the deutsche mark.

General COOPER. Well, that helps them out with the old slices, there is no question about it, but these are all discussed in international IAU's, so they get the benefit from it. I mean Germany does, but it is not in direct proportion to our additional payment, because it depends upon all of the countries currencies—you have to relate it to all of the different countries.

Senator MANSFIELD. Could you give the committee a detailed explanation in answer to that question?

General COOPER. Yes, sir.

[The information follows:]

#### CURRENCY ADJUSTMENTS

When a NATO nation agrees to participate in a long range (usually five-year) NATO Infrastructure Program, it agrees to pay its percent share of a total Infrastructure program expressed in terms of Infrastructure Accounting Units (IAUs). An IAU is an accounting unit used to express the cost of Infrastructure projects. Currently, one IAU has a value of \$3.38, which reflects the effect of the recent dollar devaluations by its change from \$2.80.

When a NATO country devalues or revalues its currency, the nation will normally reaffirm its commitment in real terms, i.e., IAUs, to the approved NATO Infrastructure program. This means in the case of a currency devaluation, that it will take more of that nation's currency to continue its commitment in terms of IAUs. The reverse is true in the case of a revaluation. All NATO nations which have devalued their currency have reaffirmed their commitment in real terms to NATO Infrastructure.

In the case of Germany, as a result of successive dollar devaluations and DM revaluations, the DM has increased in relation to the dollar by approximately 40%. The current German contribution to NATO Infrastructure is 21.86% with France participating and 25.18% with France not participating. A 25% increase in the FRG contribution—approximately 6%—would be less than the increase in the value of the DM in relation to the dollar.

#### SECURITY INTEREST RATES

Senator MANSFIELD. And, also, when you furnish the information relative to the German contribution in the form of buying U.S. bonds, would you put down the rate of interest we are paying to the holders of those bonds?

General COOPER. Yes, sir.

Senator MANSFIELD. It is not really a contribution—if what I have said is a fact, and I think it is, it is an investment on which they are making money under the guise of compensatory payments.

[The information follows:]

#### PURCHASE OF U.S. SECURITIES BY FRG

The past two German offset agreements have included credits at concessional interest rates. The FY 70-71 agreement provided for a 10-year FRG Government loan of \$250 million at 3½% interest. The FY 72-73 agreement provided for the repurchase by the Deutsch Bundesbank of some \$620 million of special 4½%-year USG securities at 2½% interest. The FRG agreed to pay \$31 million of the interest, resulting in an effective interest rate of 1.38%. No further arrangements have been made subsequent to these.

#### PROJECTED EXPENDITURES

Senator MANSFIELD. For fiscal year 1974, what is the projection of expenditures for the NATO infrastructure fund? I think, maybe, you have indicated that already prior to this question, but if you haven't, could you repeat it?

Mr. NEUENDORF. We had originally estimated our expenditures at \$70 million for the fiscal year 1974; however, since the February 12, 1973, devaluation, the foreign exchange rate for the dollar has been lower than the official dollar rate. This will increase our expenditures.

Senator MANSFIELD. Let me have that again, the foreign exchange rate is lower than the official?

Mr. NEUENDORF. That is correct, sir. We record obligations for a given construction project on the basis of the official dollar rate. When we go to pay that bill, the dollar in the foreign market is less than the official value, which is 42.22 per fine Troy ounce. In fiscal year 1974, to date this difference has exceeded 10 percent.

Senator MANSFIELD. You are losing me there. Are you speaking of gold, silver, or what, when you use the term?

Mr. NEUENDORF. In terms of gold. On February 12, 1973, the dollar was devalued from \$38 to 42.2222 per fine Troy ounce. This is a devaluation of 11.1 percent. When the U.S. Treasury advised the Interna-



tional Monetary Fund on October 15, 1973, the dollar would be devalued as of October 18, 1973, we ascertained our unliquidated obligations, which were \$188 million, we multiplied this amount by 11.1 percent, the percent of devaluation to ascertain the increase in our obligations.

Senator MANSFIELD. So, the total figure is what?

Mr. NEUENDORF. The total figure, then, would be—unliquidated obligations on October 18, 1973 of \$188 million, plus the \$21 million—which totals \$209 million.

Mr. REXROAD. That would be what the United State's projected contribution would be?

Mr. NEUENDORF. No, sir, this is not related to new contributions, it is obligations which we have previously incurred over the years, but have not yet liquidated because the construction and the follow-on paper work has not as yet been completed.

Senator MANSFIELD. Over the years up to and including fiscal '74?

Mr. NEUENDORF. Yes, sir, including fiscal year 1974 to October 18, 1973.

General COOPER. I will give you a figure that might be easier to track for you. We estimate that the total increased requirement—increased requirement in our '74 budget due to the dollar devaluation—is \$52.7 million. That includes \$12.7 million in projects deferred from fiscal year 1973 due to the impact of dollar devaluation.

#### COST OF DOLLAR DEVALUATIONS

Mr. NEUENDORF. I think you would want the record updated from our 7 May request, Senator. Our 7 May request contemplated that Congress would devalue the dollar during fiscal year 1973. This did not occur until September 1973, and the dollar was not officially devalued until the Treasury notified the "IMF" in October 1973. When we came to you initially on 7 May, we estimated the impact on fiscal 1973 of the dollar devaluation at about \$43 million plus \$20 million in '74, or a total of \$63 million. The figure of \$63 million is still a good estimate. However, of that amount, fiscal year 1973 devaluation costs were \$23 million. Fiscal year 1974 devaluation costs are now estimated at \$40 million, plus \$12.7 million in projects deferred from fiscal year 1973. I can add a detailed summary for the record.

[The information follows:]

COST OF RECENT DOLLAR DEVALUATIONS  
U.S. SHARE OF NATO INFRASTRUCTURE (MCA)

On February 12, 1973, the President announced the second recent devaluation of the dollar. Public Law 93-110, "Par Value Modification Act, Amendment," was signed by the President on September 21, 1973. This legislation authorized a change in the parity of the U.S. dollar in terms of gold from \$38.00 to \$42.2222 per fine troy ounce.

On October 15, 1973, the Treasury Department notified the International Monetary Fund of this action and established the effective date for the devaluation as October 18, 1973.

The two recent devaluations of the dollar have significantly increased the FY 1973 and FY 1974 cost of the U.S. share of the NATO Infrastructure program over the amounts budgeted by DOD. The December 18, 1971, dollar devaluation increased DOD FY 1973 costs by \$20 million and our FY 1974 costs by \$5 million. The most recent devaluation increased our FY 1973 costs by \$3 million and our FY 1974 costs by \$35 million, resulting in a total FY 1973 cost of \$23 million and in FY 1974 cost of \$40 million. Of the total \$63 million cost of devaluation only \$5 million was included in the FY 1973 and the initial FY 1974 DOD budget estimates.

The actual impact on the FY 1974 program totals \$52.7 million, inasmuch as \$12.7 million in urgent FY 1973 approved projects were deferred into FY 1974 as a result of the dollar devaluations. The initial FY 1974 DOD budget included only \$5 million for devaluation. Financing of the unbudgeted \$47.7 million FY 1974 devaluation costs and FY 1973 deferrals leaves only \$7.3 million to apply toward the \$60 million program contemplated by the DOD FY 1974 initial budget request.

As of October 17, 1973, \$18 million of the FY 1974 program had been obligated. On October 18, 1973, an additional \$21 million was obligated, reflecting the immediate impact of the official dollar devaluation, announced by the U.S. Treasury on that date (\$188 million unliquidated obligations x 11.1% devaluation). Approval of the DOD May 7, 1973 reprogramming request in the amount of \$20.650 million and additional funding of \$25.3 million,

over and above the \$60 million requested in the initial DOD FY 1974 budget is required to finance the FY 1974 program. Of the \$25 million, it is estimated that \$6 million will be covered by an increase in estimated FY 1974 recoupments from \$20 to \$26 million. Authority to utilize \$15 million unobligated prior year SAFEGUARD money is also requested, along with \$4.3 million additional NOA -- making a total revised FY 1974 requirement of \$85 million TOA and \$44.3 million NOA.

(\$ Millions)

\$21.0	Increase in unliquidated obligations (\$188M X 11.1%, 12 Feb 1973 devaluation)
5.0	May 8, 1972 revaluation NATO IAU (reflecting Dec 18, 1971 \$ devaluation)
8.0	February 12, 1973 \$ devaluation, FY 1974 projects
6.0	Increased cost FY 1974 expenditures (official Feb 12, 1973 \$ vs foreign exch)
<u>\$40.0</u>	Total cost \$ devaluation, FY 1974 program
<u>12.7</u>	Projects deferred FY 1973 to FY 1974
\$52.7	<u>Total increased requirement FY 1974 budget, due to \$ devaluation</u>

PROPOSED ADDITIONAL FUNDING

(\$ Millions)

\$-6.7	Included in FY 1974 Initial Budget (including \$1.7M carryover)
<u>\$46.0</u>	<u>Total unbudgeted</u>
<u>\$-20.7</u>	<u>FY 1973 Reprograming from SAFEGUARD, requested May 7, 1973</u>
\$25.3	<u>Balance not provided for in initial budget or through reprograming</u>
\$15.0	Additional Reprograming from SAFEGUARD, requested FY 1974 Budget Amendment
6.0	Estimated additional recoupments (\$26M vs \$20M), forecast FY 1974 Budget Amendment
4.3	Additional FY 1974 NOA, requested FY 1974 Budget Amendment

TOTAL FUNDING REQUIREMENT FY 1974

<u>NOA</u>	<u>TOA</u>	
\$40.0	\$60.0	Initial DOD FY 1974 Budget
<u>4.3</u>	<u>25.3</u>	FY 1974 Budget Amendment Request
\$44.3	\$85.3	Total FY 1974 Budget Request (contemplates approval of FY 1973 reprograming request, \$20.650M).

## CURRENCY MARKET VALUE

Senator MANSFIELD. Well, now, you are a financial man, well versed in economics, since the last official devaluation of the dollar, and the imposition of the "float," has the dollar declined still more?

Mr. NEUENDORF. In the first few months following the devaluation, the dollar declined an additional 10 percent in the marketplace. It varied by country, considerably more in Germany where we have a great deal of our expenditures, a lesser amount in Greece. The dollar has strengthened somewhat since that time. We are now estimating that for fiscal year 1974, when we make our expenditures, it will cost us approximately 10 percent more than our recorded obligations which are based on official dollar values. In other words, our initial estimate of \$70 million expenditures will now become \$77 million for fiscal year 1974. The combined fiscal year 1973 and fiscal year 1974 dollar devaluation costs of \$63 million, has a significant impact upon all our ability to continue participation in NATO, in that the fiscal year 1973 budget provided for none of the costs of devaluation. The fiscal year 1974 budget only \$5 million.

General COOPER. You asked, did the dollar go down?

Senator MANSFIELD. Since the official devaluation and the organization of the so-called float?

General COOPER. It did go down, and has come part way back up. And, we can give you a track on it on a month-by-month basis. We track it in the Army, particularly with regard to Germany, which is where the greatest impact on our expenditures is. Most economists that I read, and I am not an economist, think that the dollar presently is undervalued. In other words, that the swing down, went too far. I note, having talked to the Mediterranean division engineer yesterday, there are some U.S. firms, because of the devaluation, plus decrease from the float, who can now bid on projects that they couldn't bid on.

Senator MANSFIELD. I will agree, I think, the dollar has been undervalued all along. I think, it has always been a good investment, and I just can't understand why the devaluation has occurred, except on the basis of speculation on the part of certain individuals and countries in the oil-rich regions, and deliberate raids on the dollar itself.

## RECLAMA MATERIAL

There will be placed in the record at this point for all three services reklamas for those projects disapproved or reduced by the House Appropriations Committee.

[The information follows:]

NATIONAL SECURITY AGENCYRECLAMA

Installation: Fort George G. Meade, Maryland

Project: Logistics Support Facility

Budget Request	\$3,529,000
House Action	-0-
Requested of Senate	\$3,529,000

## Justification

Authorization for four NSA construction projects, including a Logistic Support Facility, was requested in the DoD FY 1974 Authorization Bill. All of these NSA projects have been authorized in the House and Senate versions of this Bill. The House has, however, in their action on the Appropriation Bill deleted the Logistics Support Facility as lacking urgency and not being cost effective.

This project is urgently needed by NSA in order to consolidate at Fort Meade a number of dispersed logistic activities in one facility specifically designed for this purpose. It has become even more important and urgent as a result of recently developed plans for the relocation to Fort Meade of additional cryptologic missions and components. This would place even more emphasis for streamlining our logistics activities and providing a greater capacity to handle expanded logistic effort.

With regard to cost effectiveness, the Agency provided an economic analysis reflecting recurring costs of decentralized operations at Fort Holabird and other locations, which supported new construction. It is now understood that Ft. Holabird will be turned over to the GSA by 1 July 1974. This means that if NSA must stay there, the Agency will have to commence paying GSA in FY75 for the leased costs and operations and maintenance expenses of those facilities in accordance with Public Law 92-313. These additional charges are estimated at about \$400,000 - \$500,000 per year. This would increase considerably the recurring costs for staying at that facility and thereby make the construction alternative even more compelling.

We therefore request Senate approval for funding in FY 1974 of the Logistics Support Facility.

DEPARTMENT OF THE ARMY

Installation: United States Military Academy, New York

Line Item: New Hospital

Budget Request:	\$25,000,000
House Action:	\$ 0
Restoration Requested:	\$22,900,000

JUSTIFICATION

The U. S. Military Academy hospital is the oldest hospital in use in the Army's inventory, having been initially constructed in 1923 and the last major addition occurring in 1943. It is now outmoded and seriously inadequate.

In anticipation of replacement, the existing structure has received little more than breakdown maintenance since 1965 with respect to those building systems or portions thereof peculiar to the structure's continued use as a hospital. Building systems requiring the expenditure of substantial funds, if continued in use as a hospital for any extended period of time, include: the high pressure steam system; electrical service and branch wiring; both hot and cold water systems; the central dictation, nurses' call, personnel paging and telephone systems; three elevators and the piecemeal air conditioning and ventilation system.

Serious deficiencies exist with respect to space in much of the hospital due in large part to changes in the practice of medicine over the years. Those changes have seen an increased emphasis on outpatient care, placing nearly insurmountable burdens on clinics, diagnostic services and the pharmacy. For example, the cadet sick call area is so limited that the line of waiting cadets frequently extends out of the area, past the pharmacy, radiology clinic and administrative areas, and to the hospital main entrance. The pharmacy has only 25% of the area needed to meet operational requirements.

For most efficient utilization, each physician should have two examining rooms, whereas physicians now have only combination office/examination rooms. The Optometry Section and the Mental Hygiene Consultation Service are fragmented into more than one area, greatly reducing the efficiency of those activities. Only one emergency treatment room is available for multiple patients.

Replacement procurement of modern medical equipment has also been deferred over the past seven years in anticipation of a new facility. Thus, a major expenditure for new medical equipment will be required in the near future regardless of whether a new hospital is constructed.

The present facility is located in a highly congested part of the main cadet area. The activities, noise and traffic generated by cadets, staff, support personnel, and visitors associated with the functioning of the center of the Military Academy make the area unsuitable for continued operation of a hospital. Very limited parking in the vicinity of the hospital results in patients, visitors and staff being required to park great distances from the hospital.

Renovation of the existing hospital and construction of a new outpatient building would be a possible but unacceptable alternative to a new hospital. The cost would be in excess of \$20 million and the result still would not

be truly functional. In addition, other Academy construction planning and programing has been predicated on availability, on a timely basis, of the present hospital for other uses. The Department of Admissions and the Cadet Store are both presently located in totally inadequate and fragmented locations, having been programed to move into the old hospital upon construction of a replacement.

Delay in construction of this required facility will place it in direct competition for labor resources with three other major projects in the general area: the expansion of Stewart Field as a major jet port for New York City, the construction of an additional bridge across the Hudson River and of a reservoir-power station complex. This can be expected to result in not only higher labor costs but a significant labor shortage -- both of which will exacerbate the existing conditions contributing to high construction costs in the Academy area.

The scope of the proposed hospital, i.e. 100 beds, has been seriously challenged as overscoped. There is some validity to this challenge. The trend of the average daily in-patient load has been downward over recent years, reaching a low of 54 patients per day for fiscal year 1973. Strict application of DOD technical criteria substantiates a 65 bed requirement based on the demonstrated demand and the eligible population at West Point. However, other considerations can also apply. In particular is the DOD concept for regionalization of health care services. Under this concept the Assistant Secretary of Defense for Health and Environment determined that 100 beds was the proper scope for the proposed West Point hospital.

The estimated cost of the hospital, \$25 million, has also been strongly criticized as too expensive. Medical facilities, as a class, are normally more expensive than other facilities due to very stringent, and often significantly increased, standards for electrical, mechanical, environmental, and fire protection systems. Also construction costs at West Point have been traditionally high with a record of unanticipated increases and cost overruns. Recognizing these points and the unattractive price tag of the hospital, the Army very early implemented an extraordinary management effort to insure the proposed facility was designed to reasonable standards without "gold plating" and could be built for the least cost.

An additional architect-engineer firm, aside from the designing firm, was hired to assist the Government in reviewing the hospital design throughout the design cycle. This firm was experienced in both design and construction in the New York area and value-engineered every aspect of the design to eliminate such items as any over design, costly construction techniques, and unnecessarily costly materials.

This management effort has borne fruit as reflected in the reduced cost requested for restoration to the Army budget for the hospital project. Over \$2 million in costs have been eliminated resulting in a revised estimate of \$22.9 million.

ADD ONInstallation: General Authorization

Project: Minor Construction

Budget Request.....	\$12,500,000
House Action.....	15,000,000
Requested of Senate.....	15,000,000

Justification

The fiscal year 1974 MCA appropriations request includes \$12,500,000 for minor construction. This funding level was based on past experience. Requirements within the minor construction area are proving greater than originally anticipated during formulation of the budget. We forecast this higher level of activity will continue, thereby generating a need for additional funds in the minor construction account.

The unobligated carryover from fiscal year 1973 totaled \$4,100,000 which when added to the fiscal year 1974 request would provide a total of \$16,600,000 for obligation in fiscal year 1974. Of this total \$3,900,000 is required to complete projects approved and funded for execution in fiscal year 1973, leaving a balance of \$12,700,000 to finance new projects in fiscal year 1974. At this early date in fiscal year 1974 we have committed \$9,200,000 for projects approved or pending approval at the Secretariat level. This leaves only \$3,500,000 for the balance of the fiscal year. There are approximately \$2,000,000 in valid projects under review with the Department of the Army plus another \$1,500,000 requirement for upgrading medical facilities for US Army Europe expected to arrive shortly.

Based on the increased activity, it is estimated that an additional \$2,500,000 will be required in fiscal year 1974 to finance projects for which approval may be obtained and design completed in time to execute construction prior the end of the fiscal year. If the additional funds are not approved these projects would have to be postponed or funds reprogramed from other sources.

ADD ONInstallation: Germany, Various Locations

Project: Deficiency Item - Dependent School Additions

Budget Request.....	0
House Action.....	\$607,000
Requested of Senate.....	607,000

Justification

This project was authorized and funded in FY 1972, PL 92-145. Recent dollar devaluations and rapidly increasing construction costs in Europe have driven project costs beyond the authorization and funds available for the project. The project is under contract, having been awarded within the original authorization. The authorized station total available is \$1.946M against a current estimated cost of \$2.553M. Deficiency authorization and appropriation of \$607K are required.

If increased authorization and funds are not provided we will be unable to complete the project as planned.



ADD ONInstallation: STRATCOM, Overseas - Various Locations

Project: Deficiency Item Upgrade Power

Budget Request.....	0
House Action.....	\$237,000
Requested of Senate.....	237,000

Justification

This project was approved in FY 1973, PL 92-545. Successful completion of the project is now jeopardized by recent dollar devaluations. The project is presently under contract and current estimated project costs exceed the FY 1973 authorization and appropriation. The approved amount is \$1.412M against a current estimate of \$1.649M. Deficiency authorization and appropriation of \$237K are required.

Unless additional authorization and funds are approved we will be unable to complete the project at full scope.

ADD ONInstallation: Walter Reed Army Medical Center, Washington, D.C.

Project: Deficiency Item - Laundry

Budget Request.....	0
House Action.....	\$2,705,000
Requested of Senate.....	2,705,000

Justification

Deficiency authorization and appropriation are required to permit award of a contract to construct a laundry at the Forest Glen Annex, WRAMC. The laundry was originally authorized and funded with two other WRAMC projects in FY 1973, PL 92-545. Construction costs have increased in the Washington, D. C. area much more rapidly than was anticipated when project cost estimates were developed in FY 1973, thereby causing a shortfall in authority and funds. The authorization and funding initially available for the new laundry have been utilized to support award for the two other FY 1973 companion projects (vehicle and equipment maintenance facilities and an EM Barracks).

The existing laundry must be razed during the summer of 1974 to allow the scheduled start of the WRAMC underground parking structure (authorized in FY 1972, PL 92-145) which is integral to the new hospital building. Therefore, it is important to award the laundry project at the earliest date possible to minimize the time that alternate arrangements must be made for laundry services to WRAMC.

Installation: Fort Belvoir, Virginia

Line Item: Helicopter Landing Facility and Parking Area

Budget Request	\$1,628,000
House Action	0
Restoration Requested	\$1,628,000

#### JUSTIFICATION

This item is required to provide a facility that will permit the separation of fixed wing and rotary wing aircraft operations at Davison Army Airfield.

Thirty-one fixed wing and 61 rotary wing aircraft are stationed at Davison Army Airfield. These aircraft provide aviation support of contingency operations under national emergencies and provide helicopter support to the White House and US Government officials in the Washington area. Additional missions include priority air transportation for the Army General and Special Staff and aviation support of troop units and test activities.

Both rotary wing and fixed wing aircraft currently must operate from the single main runway creating congestion and a potential safety hazard. The US Army Agency for Aviation Safety recognized these conditions and recommended, as a matter of urgency, the separation of fixed wing and rotary wing operations.

Separate parking aprons and maintenance areas have been provided for the Executive Flight Detachment and the Army Materiel Command Aviation Detachment supporting the Night Vision Lab for security reasons. The existing parking apron will only accommodate 14 observation or utility helicopters. This item will provide additional surfaced areas for outdoor maintenance and spaces to permit 75% of the authorized helicopters to park under their own power in accordance with current criteria.

This project is required for safe, efficient operation and maintenance of high value equipment and will not be excess to future installation requirements.

Denial of this project will perpetuate congested and potentially hazardous conditions for aircrews and high value equipment.

Installation: Fort Gordon, Georgia

Line Item: Commissary

Budget Request	\$2,924,000
House Action	0
Restoration Requested	\$2,924,000

#### JUSTIFICATION

The House Appropriations Committee proposed to eliminate this project from the program with a view toward the Department of Defense proposing necessary enabling legislation to permit construction of new commissaries from funds provided by commissary patrons. This action would be the equivalent of a reduction in pay for the serviceman and his family. It would also impact heavily on the retired serviceman and his family, as well as other authorized patrons such as widows and disabled veterans who are generally dependent on relatively fixed incomes.

With food one of the major items in the family cost of living, military personnel rely heavily on this benefit. Along with other similar benefits, the

commissary serves to partially offset the disadvantages and hardships, such as long periods of separation and frequent changes in geographical location, which are inherent to a military career. As such, the commissary plays a vital role in making service life more attractive and in supporting the attainment of an effective all volunteer force.

An important factor which should be considered is the fact that patrons' funds are already making significant contributions in support of commissary construction and improvement projects. Based on legal opinion, funds paid by patrons which are excess to those required to meet certain expenses specified in annual recurring provisions of the Department of Defense Appropriation Act are available for use for construction and improvements. Consequently, since 1971 the Army has built or has three stores under construction at Forts Monmouth, Benning and Sill. Funds paid by patrons (surcharge funds) exceeding \$18 million are currently programmed through 1975 in support of equipment for commissaries in the FY's 1973 and 1974 MCA programs and surcharge funded construction and improvement projects. However, this action will deplete surcharge funds anticipated to be available to a level sufficient only to support equipment for MCA programs through FY 1978.

Other requirements in recent years have relegated Army commissary construction requirements to a low priority. As a result, approximately 40 commissaries within the United States are recognized as being in urgent need of new stores or major additions due to inadequate facilities. These deficiencies cause inefficiencies of operation and result in increased costs, primarily personnel, to the supporting appropriations. Therefore, a time-phased program has been established for construction of the new commissaries required within the next seven years to provide customers the required degree of service and to overcome the present inefficiencies.

The Fort Gordon commissary is high among those most urgently requiring replacement. Approximately 10,000 families are dependent on this store as the source of their grocery needs. The present store, although open six days a week, is inadequate to accommodate all of these families. The nearest commercial stores are approximately eight miles distance in the vicinity of Augusta, Georgia. The current situation serves to deprive military personnel stationed at Fort Gordon of a substantial benefit which is available to military personnel at other installations.

The Fort Gordon store is housed in a converted mobilization type warehouse constructed in 1941. It has a gross area of 13,992 square feet (approximately 14 percent of the total square foot authorization in Department of Defense criteria), which results in extreme congestion of customer traffic and insufficient space to display merchandise. The back-up storage is contained in seven remote warehouses and necessitates double-handling of most of the merchandise, which results in an additional personnel requirement of nine employees (\$60,000 per year) and the full time use of three 4-ton motor trucks, (\$7,000 per year). Further, the deteriorated condition of the present building makes it impossible to maintain sanitary standards adequate for a food establishment. It is strongly recommended that the proposed \$2.9 million be restored.

Installation: Fort Sheridan, Illinois

Line Item: Veterinary School Facility

Budget Request:	\$762,000
House Action:	\$ 0
Restoration Requested:	\$762,000

#### JUSTIFICATION

The U. S. Army Medical Department Veterinary School moved to Fort Sheridan, Illinois, from southwest Chicago in 1971 and 1972. The School was located in a General Services Administration managed warehouse complex near the Chicago stockyards for over thirty years. The warehouse complex was vacated due to the extreme deterioration of the physical facilities as well as that of the general area.

The purpose of the School is to teach the military medical aspects of food hygiene, food inspection, food procurement and veterinary preventive medicine as performed for the Department of Defense by the Army Veterinary Service. Students are both enlisted food inspection specialists and officers. The officer students are already Doctors of Veterinary Medicine.

Alternative locations have been considered for the School but the Chicago area remains as the ideal location, providing the necessary multiple training resources required by the School. The Chicago area is the recognized geographical, research and production center for the food industry, as well as having many small meat packing plants ideally suited for training purposes. Relocation to any other installation in the United States will require new construction.

This project is the final phase of the relocation of the School to Fort Sheridan, which it is estimated will result in an eventual savings of approximately \$693,000 per year in per diem and bus transportation costs, reduced operating and facility support costs and increased staff efficiency. This project is required, however, to renovate existing buildings so as to provide an adequate training facility at the new site.

The School proper occupies four buildings at Fort Sheridan, including office and academic space. This project concerns only the three academic buildings used for classroom and instructional laboratory space, all three of which were constructed in the late 1800's as horse barns. Although structurally sound, the relatively unfinished interiors are inadequate for the attainment of acceptable standards of instruction. Present configuration requires conduct of two or more classes simultaneously in single large rooms with attendant acoustical overflow and visual distraction. Seminar, counseling, and instructional laboratory rooms, among others, are not available. Inadequate electrical power provisions in conjunction with these problems preclude effective use of much on-hand instructional equipment such as TV monitors, projectors and amplifiers. Heating, lighting and ventilation are acutely substandard.

Failure to conclude this final phase of the relocation of the Veterinary School to Fort Sheridan will result in a very marginal academic institution. It is essential that students of this School be afforded the benefit of adequate facilities to prepare them for assuring the wholesomeness of the foods procured by the Department of Defense, assessing the sanitation aspects of the sources and processing of such foods, and performing the procurement inspections which ensure supplies meet specifications.

Installation: Cold Regions Research & Engineering Laboratory  
New Hampshire

Project Title: Logistics and Storage Facility

Budget Request	\$597,000
House Action	0
Restoration Requested	\$597,000

#### JUSTIFICATION

This item is required to provide an adequate and safe storage facility for the Cold Regions Laboratory. Present storage is now provided in the leased basement of an 80 year old former textile mill located in Lebanon, N. H., eight miles from the laboratory. The building has a very high fire risk and the leased storage area is difficult to secure due to adjacent operations of a discount department store open to the public 6 days per week until 10 P. M. Recent sale of the facility has resulted in the new owner demanding higher rent, and negotiations have resulted in holding the increase to \$4,000 per year above the original rent of \$14,000 per year; extremely little leased space is available in the area as a 1965 fire in Lebanon destroyed 25-30% of the business district and very little reconstruction has taken place. A torturous access road serves the leased facility with the result that trucking companies refuse to provide direct service and all large shipments must be double-handled to smaller vehicles. Stored materials include prototype and specially manufactured project equipment with high replacement costs; their loss due to fire, vandalism or theft would result in ongoing research and development work slowdown or stoppage. Also, stored are irreplaceable historical data from past research. Acquisition value of stored items approximates \$500,000 with replacement value estimated in excess of \$1,000,000. No other adequate space is available within the commuting area of the laboratory. An on-site storage facility would save approximately 600 miles of travel per week as well as valuable man hours. If this project is not approved, the distant and high-risk leased storage facility must continue in use at an increased lease cost.

Installation: Pueblo Army Depot, Colorado

Project Title: Stack Emission Controls

Budget Request	\$395,000
House Action	0
Restoration Requested	\$395,000

#### JUSTIFICATION

This project is required to provide air pollution control and abatement measures for the 135 million BTU per hour coal-fired heating plant which contains five boilers. Enforcement of the State of Colorado Air Pollution Control Act of 1970 has resulted in two citations to date for violations of the particulate emission standards. Replacement of the five stacks and addition of electronic particulate precipitators is necessary to bring the heating plant into compliance with current State and Federal regulations.

Installation: Military Ocean Terminal, Bayonne, New Jersey

Line Item: Electric Substation

Budget Request	\$400,000
House Action	0
Restoration Request	\$400,000

#### JUSTIFICATION

This project is related to the request for administrative facilities for Bayonne MOT, also requested in the fiscal year 1974 program. The project provides a new 3,000 KVA substation to provide additional electrical capacity at Bayonne MOT. The work is necessary to improve the reliability of the present system to meet the additional load generated by new tenants, i.e. the Headquarters Eastern Area, Military Transportation Management and Terminal Service (MTMTS). This organization is scheduled to relocate to Bayonne from Brooklyn MOT and will occupy the requested administrative facilities.

The electrical substation must be approved concurrently with the administrative facilities. Otherwise, the existing electrical system at Bayonne will be overtaxed.

Installation: Military Ocean Terminal, Bayonne, New Jersey

Line Item: Administrative Facilities

Budget Request	\$3,203,000
House Action	0
Restoration Request	\$1,800,000

#### JUSTIFICATION

This project is required to provide administrative space for relocation of Headquarters, Eastern Area, Military Transportation Management and Terminal Service (HQ, EAMTMTS) from Military Ocean Terminal (MOT), Brooklyn, NY. MOT, Brooklyn is excess to DOD requirements and is only partially utilized by DOD activities for administrative functions. The current annual cost of operation and maintenance of facilities under the present austere basis exceeds \$1.8 million. If the DOD activities remain at MOT, Brooklyn, major rehabilitation of the utilities systems must be accomplished. Numerous power outages and water line breaks have disrupted operations repeatedly. Additional expenditures are required to correct serious hazardous conditions. Minimum rehabilitation will add \$1.4 million a year to the annual operating costs for the next five years. Consolidation of the activities in existing facilities at MOT, Bayonne will permit savings by reduction in civilian and military manpower spaces, equipment rental costs, and maintenance costs for unoccupied facilities.

If the project is not approved the alternative is to lease administrative space elsewhere in the general area. This is less responsive to the MTMTS needs, anticipated to be more expensive than the construction proposed, and does not take advantage of Government facilities available at Bayonne.

The reduction in project cost shown in the amount requested for restoration reflects very recent developments. Headquarters, MTMTS is developing a revised management structure which impacts the Eastern Area headquarters. This will effectively reduce the administrative space requirements and consequently the funds needed to support the relocation to Bayonne.

Installation: Memphis Defense Depot, Tennessee/Tobyhanna Army Depot,  
Pennsylvania

Line Item: Medical Equipment Maintenance Facility

Budget Request	\$456,000
House Action	0
Restoration Request	\$456,000

#### JUSTIFICATION

This project is required to provide a facility for a medical equipment maintenance activity. This activity is currently being conducted at the Atlanta Army Depot, Georgia. Atlanta Army Depot is being closed as part of the Army reorganization/realignment announced in early 1973. Since the requirement for medical equipment maintenance at the depot level still exists, a replacement facility must be provided.

The Army originally requested this project for the Memphis Defense Depot, Tennessee but later developments required that it be requested for Tobyhanna Army Depot, Pennsylvania. Through misunderstanding of the Army's desires the project was still authorized for the Memphis Depot. Actions are underway attempting to clear-up the misunderstanding and have the project authorized for Tobyhanna AD. Failing this, the funds should still be approved to provide the Army with resources for eventual reprogramming to build the facility at Tobyhanna.

Denial of this project will cause this required maintenance activity to relocate from Atlanta AD to inadequate facilities thereby reducing operational efficiency and the quality of maintenance provided.

#### DEPARTMENT OF THE NAVY RECLAMA

Subject: Total Obligational Authority/New Obligational  
Authority

Budget Request - (General Reduction.....)	\$12,000,000
House Action (General Reduction).....	\$35,072,000
Requested of Senate (General Reduction).....	\$39,072,000

#### Justification

The Navy in its original budget identified \$12 million of prior year savings and therefore reduced the total obligational authority by \$12 million requesting new obligational authority of \$685.4 million. Subsequently the Navy identified a total of \$31.2 million of savings which included the aforementioned \$12 million. The Navy further indicated that a portion of these funds were required for reprogramming to planning and design, and a project required under Section 202 of PL 92-545 (Emergency Construction).

The reprogramming under Section 202 for the Siss Zulu Various Location project was approved in September 1973, therefore \$5.0 million is not available for general appropriations reductions, which leaves \$26.2 million available. The planning and design fund requirement is \$4.0 million.

A summary of the general appropriations reductions by the Armed Services Committees and the MILCON Subcommittee is shown below:

Armed Services Committees - Authorization Act	\$7,500,000
Navy Original Budget Request	\$12,000,000
House Appropriations Committee	\$19,572,000
Southeast Asia	4,700,000
General (Base Realignment)	7,500,000
Souda Bay/Sigonella	3,372,000
Planning and Design	4,000,000
	<hr/>
	\$39,072,000

The difference between the House Appropriations Committee reduction of \$39.072 million and the current available funding of \$26.2 million to satisfy that reduction, is \$12.872 million. Of this \$12.872 million reduction remaining, \$4.7 million can be sustained without detriment as it has been identified as Southeast Asia savings in addition to those originally reported in the total \$31.2 million. Considering this increased savings in Southeast Asia funding, the Navy will be left in an under-funded position of \$8.172 million. At this time, it does not appear that such a reduction will have a significant adverse impact on the Navy's military construction program.

Installation: Naval Underwater Systems Center,  
New London Laboratory, New London, Conn.

Project: Engineering Building

Budget Request . . . . .	\$3,600,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$3,600,000

#### Justification

The New London Laboratory has been successful in providing the best in sensor technology to the submarine fleet. The gap between current technology and physical plant facilities which are available for sensor development is ever-widening and presents a growing risk to every new submarine program.

Submerged submarines are blind and without effective sensors they are nearly helpless. When submerged, submarines rely upon acoustic sensors (sonar) to determine the presence, locations and characteristics of other submarines as well as surface vessels and underwater weapons such as torpedoes. Acoustic sensors are also used for under ice navigation, bottom profiling, communications over moderate distances, and low frequency electromagnetic sensors to receive low frequency radio traffic transmitted from shore.

Almost all of the underwater sensors and acoustic communication systems used by submerged submarines continue to have substantial conceptual and developmental roots in the New London Laboratory. Some above-surface systems also depend upon significant technical contributions from this Laboratory. Thus the success of every submarine program depends upon the performance of the New London Laboratory of Naval Underwater Systems Center.

In addition to the impact which the New London Laboratory has upon the submarine program a nearly comparable relationship exists with respect to submarine detecting sensors for surface ships. The existing fac-



ilities to be replaced by the proposed engineering building house several million dollars worth of instruments, machines, prototype work in process and records in old frame buildings which are susceptible to catastrophic damage from fires and storms. These items are essential to the success of ongoing submarine programs.

The urgency of the engineering building at this time is predicated upon the need to overcome the growing risk to submarine programs and surface ship anti-submarine warfare programs.

#### House Armed Services Report

At the Naval Underwater Systems Center New London, Connecticut, an engineering building was requested to provide space for engineering and scientific personnel engaged in the research and development of sonar and acoustic sensor systems. This project was denied on the basis of its low priority.

#### Senate Armed Services Report

An engineering building at the Naval Underwater Systems Center, New London, Connecticut, was requested to replace existing facilities and provide space for engineering and scientific personnel engaged in the research and development of sonar and acoustic sensor systems.

#### House Appropriations Committee Report

The Navy's request includes \$3,600,000 for an engineering building at the Naval Underwater Systems Center, New London Laboratory, Connecticut. The Committee feels there is too much duplication in Navy research in this area and that the missions of the various laboratories involved should be restudied. Accordingly, it has denied this project.

Installation: Military Ocean Terminal Bayonne, New Jersey

Project: Military Sealift Command/Atlantic Relocation

Budget Request . . . . .	\$1,806,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$1,806,000

#### Justification

This project will convert third floor and partial fourth floor of a warehouse to general administrative space. The rehabilitation includes improvements to electrical, lighting, heating and plumbing systems, acoustical ceilings, toilets and floor and wall coverings.

The Department of Defense directed in 1964, that the Brooklyn Army Terminal be closed. The Military Sealift Command, Atlantic, is a tenant on the Army Base. From 1964 to 1970 various relocation studies were initiated, but discarded. In May 1970, the Office of Secretary of Defense for Installations and Logistics indicated that it was in the best interest of the Defense Department for the Military Sealift Command, Atlantic, and the eastern area of the Army's Military Traffic Management and Terminal Service to be co-located at Bayonne. The two organizations are presently co-located at the Brooklyn Army Terminal.

The Military Sealift Command, Atlantic, is the single Department of Defense activity responsible for the ocean shipment of personnel and material in the Atlantic Ocean area. Presently, the headquarters of the Military Sealift Command is located at the Brooklyn Army Terminal, which is scheduled for

closure. Activities presently operating at the Brooklyn Terminal are being relocated to the Military Ocean Terminal located in Bayonne, New Jersey. In order to accommodate the Military Sealift Command, it will be necessary to convert existing warehouse space into administrative and special purpose spaces. This project will provide for the conversion of the required spaces at the Bayonne Terminal.

#### House Armed Services Report

At the Military Ocean Terminal Bayonne, the Military Sealift Command, Atlantic, relocation project approved will convert existing space to accommodate the facilities to be relocated from the Military Ocean Terminal Brooklyn.

#### Senate Armed Services Report

At the Military Ocean Terminal Bayonne, New Jersey, the Military Sealift Command/Atlantic relocation project will convert existing space to accommodate the facilities to be relocated from the Military Ocean Terminal, Brooklyn.

#### House Appropriations Committee Report

At the Military Ocean Terminal Bayonne, New Jersey, a project to support the relocation of the Military Sealift Command, Atlantic, is denied.

Installation: Naval Air Development Center Warminster, PA

Project: Primary Substation Expansion

Budget Request . . . . .	\$215,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$215,000

#### Justification

The primary substation for which this expansion is being requested serves the entire industrial complex of the Naval Air Development Center (NADC). Included within this complex are two large buildings (approximate dimensions, 700' x 600' and 500' x 500') which are former aircraft assembly plants and have an interior vertical dimension of approximately 40'. Other structures in the complex requiring power include the Administration Building, a man rated centrifuge, other small laboratories, storage, public works type facilities and structures of the Naval Air Facility.

Expansion of NADC to meet increased RDT&E requirements resulting from program growth primarily occurs in the two large buildings. Areas on the ground floor are partitioned off and mezzanines are added where possible to create new laboratory areas. This results in continual constriction of space available for existing functions and creation of large new power demands within individual buildings. All areas thus created require air conditioning, some labs require more sophisticated environmental control and others have special equipment with special power requirements. Research efforts of almost all laboratories would be seriously curtailed by power interruptions which could not only cause temporary inability to function but could also necessitate expensive repetitive efforts to reconstruct and restart projects underway.

#### House Armed Services Report

The House Armed Services Committee denied the project because of a relatively low priority.

Senate Armed Services Report

The Senate Armed Services Committee approved the project.

House Appropriations Committee Report

At the Naval Air Development Center Warminster, Pennsylvania, a low priority request for \$215,000 for a primary substation expansion has been deferred.

Installation: Naval Air Station Norfolk, Virginia

Project: Land Acquisition (Amendment)

Budget Request . . . . .	\$	0
House Action . . . . .	\$	0
Requested of Senate . . . . .	\$3,400,000	

Justification

Acquisition of this land was authorized and funded in FY 1972 at an estimated cost of \$18,450,000. The estimated project cost reflected value of the interest of the Norfolk and Western Railway and did not include the value of tenants occupying portions of the property. Section 302, Public Law 91-646 (January 2, 1971) requires that the head of a Federal agency acquiring any interest in real property shall acquire at least an equal interest in all buildings, structures, or other improvements located on the real property which is required to be removed from the real property, or which will be adversely affected by the use to which such real property will be put. Subsection b of Section 302 sets forth the basis for determining just compensation in these cases. The law requires that the Navy compensate the tenants not only for their interests in the real property and improvements but also for their relocation expenses. The Navy cannot deprive these tenants of their rights to be compensated by deferral of the acquisition.

It was intended to acquire all of the leasehold interest at such time as the particular land was required for other Navy construction projects. The amendment to the authorization and the approval of funds at this time will provide the Navy with the authority and the funds to properly compensate and relocate all of the tenants at one time instead of the piecemeal basis as originally planned. Although there is no immediate need for all of the land for construction by the Navy, it will be required in the very near future, with tenants' interest obtained at probably a higher cost, and any delay in providing for relocation at this time will work a severe hardship upon the numerous small businesses located on the land.

House Armed Services Report

The House Armed Services Committee approved the project.

Senate Armed Services Report

Not addressed.

House Appropriations Committee Report

The Committee has provided no additional funds to meet an additional authorization of \$3,400,000 for a land acquisition project at Naval Station Norfolk, Virginia. The \$3,400,000 was to be used for lease termination and building demolition on land recently acquired by the Navy with funds provided in fiscal year 1972. The prior owner of the land, Norfolk and Western Rail-

way, had entered into a total of 41 leases with individuals and businesses. The Navy now desires to terminate these leases and demolish the buildings. There are no immediate needs for the land for construction by the Navy.

Of the 41 leases, only four are long term in nature, with expiration dates ranging from 1976 to 1996. The remaining leases are either on a month-to-month basis or are renewed yearly, some with special provisions.

The Committee feels it unwise to provide money to the Navy with which to purchase a lease and relocate a business when such lease is subject to cancellation or expiration within a year. The Committee further questions the Navy's liability to pay relocation costs to a business upon the legal expiration of a lease.

The Navy is requested to restudy this matter and to submit to the Committee a revised and realistic estimate of what it will cost to purchase the leases of and relocate businesses with long-term commitments. The Navy is further requested to provide the Committee construction schedules for the area in question together with a phased plan to terminate short-term leases.

Installation: Naval Air Station Jacksonville, Florida

Project: Land Acquisition

Budget Request . . . . .	\$	0
House Action . . . . .	\$2,400,000	
Requested of Senate . . . . .	\$2,400,000	

#### Justification

The project is urgently required to give the Navy control of 365 acres lying within high intensity aircraft noise zones on which construction of 1,900 residential units is planned to begin within the next year. Should this development proceed, noise complaints and restrictions on aircraft operations at this vital base will occur.

Authorization only was initially requested, as the Navy planned to exchange some 142 acres in the Jacksonville area for the land to be acquired. However, during the General Services Administration screening, the Army Corps of Engineers requested that the bulk of the land set for exchange be transferred to them for use in spoiling dredging materials generated in maintaining the Jacksonville harbor. The use of this land by the Army Corps of Engineers will result in a considerable savings in operating costs. The General Services Administration has searched their inventory and found no other lands that can be used in place of the lands requested by the Corps of Engineers. Therefore, appropriations are required to support the authorization to acquire the lands.

The Navy's current estimate for this acquisition, based on contract appraisals, is \$2,800,000. The authorizing legislation has approved \$2,800,000..... Appropriations in amount of \$2,400,000 are adequate and acceptable to Navy on the basis that a 1.8 acre parcel of land, currently the site of the Naval and Marine Corps Reserve Center in Jacksonville, is available for exchange. The appraised value of the Reserve Center site is sufficient to make up the difference between funding and authorization.

#### House Armed Services Report

During the hearings, the Navy advised that a more refined estimate for this project, indicated the project cost should be increased by \$600,000 to \$2,800,000.

Senate Armed Services Report

Senate Armed Services Committee approved this project at the original cost of \$2,200,000.

House Appropriations Committee Report

The House approved appropriations in amount of \$2,400,000.

Installation: Naval Station Charleston, South Carolina

Project: Communication Facility

Budget Request . . . . .	\$1,321,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$ 0

Justification

The Navy recently conducted a joint survey of overall communications needs in the Charleston Naval Base area. This survey showed that our present plan to move only the Navy transmitter needs to be restudied. Also, a joint project with the Coast Guard on a cost sharing basis may offer the most economical approach to new communications facilities here. For these reasons, the Navy is not requesting restoration of the project this year.

House Armed Services Report

The House Armed Services Committee approved this project.

Senate Armed Services Report

The Senate Armed Services Committee approved this project.

House Appropriations Committee Report

At the Naval Station Charleston, South Carolina, the budget request includes \$1,321,000 for a communication facility. The Navy testified that they recently conducted a joint survey with the Coast Guard of the overall communications needs in the Charleston Harbor area. This survey shows our present plan to move only the Navy transmitter may not offer the best solution. Also a joint project on a cost-sharing basis might offer the most economical approach to a new communications facility here. The present project emphasizes high frequency equipment and antennas. It now appears most needs can be met with VHF and UHF equipment, and small band transmitter and receiver can serve the high frequency needs.

The Committee feels it could be wasteful to provide funding for this project at the present time.

Installation: Naval Station Pearl Harbor, Hawaii

Project: Enlisted Men's Dining Facility

Budget Request . . . . .	\$1,345,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$1,345,000

#### Justification

The messhall at Pearl Harbor is a totally substandard facility. It is old, temporary, inflammable, and in an extraordinarily poor state of repair. The building is structurally unsound and equipment in the kitchen has far more than served its intended life. This is a wooden structure that is suffering from considerable rot and termite infestation. Additionally, the mess-hall is remotely located from the new bachelor enlisted quarters. The men in the barracks must walk one-half mile, along and across a busy industrial roadway that serves the harbor area.

If this project is not funded, it will be necessary for the men to continue the risk of personnel injury while walking to a structurally unsound dining facility.

#### House Armed Services Report

The House Armed Services Committee denied this project because of a low priority.

#### Senate Armed Services Report

The Senate Armed Services Committee approved the project.

#### House Appropriations Committee Report

At the Naval Station Pearl Harbor, Hawaii, the Navy requested the replacement of an enlisted men's dining facility. In the opinion of the Committee, the present facility is adequate. The request is denied.

Installation: Marine Corps Air Station,  
Yuma, Arizona

Project: Commissary

Budget request . . . . .	\$999,000
House action . . . . .	- 0 -
Senate action . . . . .	999,000
Restoration request . . . . .	999,000

#### JUSTIFICATION

Marine Corps commissaries have been constructed in the past with commissary store profit reserve funds, with the exception of one store at Camp Lejeune, North Carolina, constructed in 1942.

Current construction costs preclude the Marine Corps from presenting a viable commissary modernization program within the limited dollars generated by commissary profit reserves.

Accordingly, the request for Yuma MILCON is intended to supplement the total commissary construction effort throughout the Marine Corps. Without this assistance, the Marine Corps can only provide lip service to a modernization effort of its commissaries through profit reserves in support of a volunteer service goal.

#### HOUSE ARMED SERVICES COMMITTEE REPORT

Not specifically address.

#### SENATE ARMED SERVICES COMMITTEE REPORT

A gymnasium, commissary and dispensary that will provide needed recreational and personnel welfare facilities were approved at a total cost of \$5.9 million.

#### HOUSE APPROPRIATIONS COMMITTEE REPORT

The Marine Corps requested a commissary at Marine Corps Air Station, Yuma, Arizona, in the amount of \$999,000. The Marine Corps testified that previously all of their commissaries have been provided with surcharge funds. The Committee feels that this project should not be provided with appropriated funds.

Installation: Naval Complex (Naval Station) Guam

Project: Theater

Budget Request . . . . .	\$1,480,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$1,480,000

#### Justification

The movie theaters for the military installations on Guam are separate and distinct facilities. To arrive at the proper location and size for the theaters, the total requirements for the island were computed, based on the number of personnel to be served. This total was then distributed over three major installations, the Naval Air Station at the center of the island, the Naval Communications Station at the northern part of the island, and the Naval Station to the south.

This distribution serves the purpose of making the theater facilities more convenient to the personnel who will be using them, as the distances between the major facilities are 8 to 12 miles over crowded island highways. More important, the theaters are divided between the family and bachelor housing areas to reduce commuting of dependent children and bachelor enlisted personnel. Both of these groups have problems in obtaining transportation to off-base areas, and would find it difficult to attend movies and other entertainment functions much of the time. By building the three separate theaters, most of these people can walk or bicycle to the events.

As it now stands, the new theater at the Naval Air Station, and one proposed for the Communications Station will only be large enough to accommodate personnel from those areas. The personnel from the Naval Station, who now have a totally inadequate outdoor theater, would severely overcrowd other available theaters on the island. The only alternative left to them if this project is not funded would be to continue in the outdoor facility.

House Armed Services Report

The Committee denied this project because it believes theaters at other bases, like the 500 seat theater authorized in fiscal year 1973 at the Naval Air Station, Agana, may be utilized by personnel of the Naval Station.

Senate Armed Services Report

The Senate Armed Services Committee approved the project.

House Appropriations Committee Report

At the Naval Complex, Guam, the budget request contained \$1,480,000 for a theater. The Committee believes, in view of the costly nature of this construction, that present facilities will have to suffice.

Installation: Nuclear Weapons Training Group Atlantic, Norfolk, Virginia

Project: Nuclear Training Building

Budget Request . . . . .	\$2,470,000
House Action . . . . .	\$ 0
Requested of Senate . . . . .	\$2,470,000

Justification

This urgently needed project will enable Navy to eliminate problems of security, safety, training environment and duplication in the entire program for training Atlantic Fleet personnel to assemble, inspect and employ nuclear weapons. These problems all derive from the present facility situation. The principal training building in use is a totally deficient, temporary pre-fab, originally pressed into service as an expedient, but now outmoded, deteriorated and ready for demolition. With increased numbers of ships attaining nuclear weapons capability, and realignments concentrating ships in Norfolk, the urgency for this project becomes acute.

Security is a vital consideration in this nuclear weapons training program. From 25 to 35 training weapons and 3,000 documents are stored in the outmoded training building. The location, inadequate perimeter fencing and lighting, thin metal skin and temporary nature of the building are security problems. The safety of the building's 200 occupants is a grave concern. The Fire Marshall estimates the building would be consumed by fire in seven minutes. Evacuation would have to be made in four minutes through the three exits available. The building is windowless. Antiquated electrical wiring in the building adds to this hazard.

The training environment is bad due to small, poorly configured training bays, humidity, defective air conditioning, low lighting intensity and insect infestations. The aircraft apron immediately adjacent to the building is used for run-up of transport aircraft. Recent transition to jet DC-9 aircraft makes the noise level more intense. Coupled with the foregoing shortcomings, is the separation of the training facilities by some five miles, with attendant duplication in staffing, lost time and added security considerations.

In summary, the primary existing training building will be marginally able to remain in service for the two or three more years associated with construction lead time on a new facility proposed in FY 1974. Training equipment valued at \$705,000 is on hand in storage, earmarked to go into the proposed new facility. Deferral of the replacement project will be detrimental to the mission of training personnel in nuclear weapons technology.



House Armed Services Report

The nuclear training building project approved at the Nuclear Weapons Training Group, Atlantic, Norfolk will provide classrooms and the other spaces required for the training of officers and enlisted personnel in nuclear weapons orientation, employment, planning, workloads and supply.

Senate Armed Services Report

The nuclear training building project approved at the Nuclear Weapons Training Group, Atlantic, Norfolk will provide classrooms and the other spaces required for the training of officers and enlisted personnel.

House Appropriations Committee Report

The budget request includes \$2,470,000 to provide a nuclear training building at the Naval Weapons Training Group, Atlantic, Norfolk, Virginia. This is a low priority project to replace present training facilities at this location. The Committee feels the existing spaces should continue to be utilized by this training function.

Installation: Naval Academy  
Annapolis, Maryland

Project: Maury Hall Rehabilitation

Budget Request -----	\$4,334,000
House Action -----	4,034,000
Requested of Senate -----	4,334,000

Justification

The Naval Academy prepares midshipmen to be professional officers in the Naval Service. Facilities are required for the Weapons and Systems Engineering Department's expanded weapons program, increase in elective courses, new research programs and the application of computer techniques in the weapons systems field. The Department is presently operating in various areas dispersed throughout the Naval Academy. This dispersal impacts adversely on departmental operations, creating inefficiencies and duplication of many administrative and support functions.

This project will rehabilitate existing substandard academic facilities to provide classrooms, laboratory and facilities for naval weapons systems training simulators.

The rehabilitation of Maury Hall to provide modern facilities will be extensive. The existing structure is nearly 100 years old and while the structure is sound, the interior will require complete replacement of the entire electrical and sanitary systems. This work and that associated with installing the heating, ventilating and air conditioning systems is complicated by the original design and construction features of the existing building.

The exterior rehab is complicated also, by the intent to preserve the original architectural features. The original roofing materials, copper sheeting and slate, will require custom procurement to effect repairs. However, the preservation of the traditional and historic architecture of

the original Naval Academy justifies this approach, and the inherent costs associated with the rehabilitation of Maury Hall. The costs of rehabilitating Maury Hall are considered to be comparable to the costs of the FY 1968 rehabilitation of Sampson Hall on a constant dollar basis, when, (based on Sampson Hall experience), the 10% contingency which is included, and the Maury Hall chilled water plant which is sized to provide service to Luce Hall and the midshipmen's mess and galley, are considered.

Reduced funding on this project may result in some spaces remaining unfinished and unusable. Since all the spaces are required, this would require the Navy to request additional authorization and funding in a subsequent year. If recent trends in construction industry cost escalation continue, this procedure would not be cost effective.

#### House Armed Services Report

At the Naval Academy, Annapolis, Maryland, the Maury Hall rehabilitation project was approved. The project will provide classrooms, laboratories and the training spaces required for an expanded program of the Weapons and Systems Engineering Department.

#### Senate Armed Services Report

The Maury Hall rehabilitation project at the Naval Academy, Annapolis, Maryland will correct existing deficiencies in classrooms, laboratories and training spaces required for the expanded program of the Weapons and Systems Engineering Department.

#### House Appropriations Committee Report

At the Naval Academy, Annapolis, Maryland the Navy is requesting \$4,334,000 to rehabilitate Maury Hall. The Committee feels that the cost per square foot for this rehabilitation is excessive. Accordingly, the Committee has reduced the cost of this project by \$300,000.

Installation: TRIDENT Support Complex and Flight  
Test Facilities (Phase I)

Budget Request.....	\$118,320,000
House Action.....	\$112,320,000
Requested of Senate.....	\$112,320,000

#### Justification

The House reduction of \$6 million in appropriations is acceptable to the Navy for the following reasons:

##### a. Land Acquisition

Land Acquisition which was estimated at \$5,100,000 for FY 1974 can be reduced by approximately \$1,000,000 and deferred to FY 1975 as it is required for facilities whose occupancy will be in that year.

**b. Utilities (First Increment) and Site Improvements (First Increment)**

It is planned that these two projects will be constructed in various construction phases. The design for the facilities will commence in December 1973 and will be completed in March 1975. The initial phase of construction is planned to commence in November 1974 with the final phase in calendar year 1975. A deferral of \$2,500,000 funds for each facility is feasible.

The Navy accepts the decision to defer \$6 million and will request funds for the above facilities in FY 1975.

**HOUSE ARMED SERVICES REPORT**

The committee approved \$118,320,000 for the various locations, Trident facilities, United States project. For Trident facilities the original program requested \$125,223,000 for establishment of support facilities for the Trident weapons system.

The project was reduced by \$6,903,000 by the Navy based on more detailed land use studies which identified smaller land acquisition requirements than were originally anticipated. The revised estimated cost for the land is \$5,000,000.

At the Trident support site, Bangor, Washington, the Navy advised that approximately \$83 million will be required for providing; a maximum of 150 acres of land to assure that the necessary explosive safety zone arcs are within Government owned land; a covered explosive handling pier essential to the deployment of the weapons system and a refit pier to provide logical sequencing of construction; a weapon/navigation training building to permit early crew training by Naval personnel at Naval facilities; and roads and utilities.

At the Air Force Eastern Test Range, Cape Kennedy, Florida, the Navy advised that \$35 million dollars is required for missile flight test facilities to support an initial flight test of the Trident I missile in late calendar year 1975. The facilities to be provided are a wharf and dredging, alterations to a launch complex, missile checkout building, guidance and telemetry building and a lifting device proofing building.

**SENATE ARMED SERVICES REPORT**

For Trident facilities, the original program requested \$125,223,000 for establishment of the Trident weapon system support facilities.

Under the program change, the project was reduced by \$6,903,000. This reduction resulted from more detailed land use studies which identified smaller land acquisition requirements than were originally anticipated. The estimated cost for the land is \$5,000,000.

Under the Various Locations, Trident Facilities project, the Navy is requesting \$118,320,000 for Trident facilities construction at two sites.

**SUPPORT COMPLEX FACILITIES, BANGOR, WASHINGTON**

At the Trident support site, Bangor, Washington, \$83 million is requested. One requirement at Bangor is the acquisition of at most 150 acres of land to assure that the necessary explosive safety zone areas are within government owned land. This year's project includes a covered explosive handling pier which is essential to the deployment of the weapon system and a refit pier to provide logical sequencing of construction. A weapon/navigation training building is included to permit early crew training by Naval personnel at Naval facilities. This will enable the Navy to eliminate the more costly contractor factory crew training for all crews except those of the lead ship. The other facilities requested will initiate road and utilities construction required to assure timely utilization of Trident support facilities.

**MISSILE FLIGHT TEST FACILITIES**

At the Air Force Eastern Test Range, Cape Kennedy, Florida, the request was for \$35 million for missile flight test facilities. The facilities to be provided are a wharf and dredging, alterations to a launch complex, missile checkout buildings, guidance and telemetry building and a lifting device proofing building. These facilities will support an initial flight test of the Trident I missile in late calendar year 1975.

The wharf and turning basin are the high cost facilities at Cape Kennedy with an approximate cost of \$30 million.  
The committee approved the amount requested of \$118,320,000.

#### HOUSE APPROPRIATIONS COMMITTEE REPORT

As a result of the lack of adequate time to accomplish proper planning, several items included in the revised request will not be required at the cost present by the Navy. In view of these, the Committee feels safe in reducing the overall amount appropriated for TRIDENT facilities by \$6,000,000. The land acquisition cost is currently estimated by the navy at \$5.1 million. However, in the Committee's opinion, this figure contains unreasonably large contingency factors and can be reduced. The Navy, after restudy, decided that an explosion proof crane at the explosive-handling pier was not required and that a less expensive crane could be used. Finally, the requirement for a sewage treatment plant, which is included in the first increment of the utilities request, appears doubtful as a result of plans which the county has, and of which the Navy was not aware, to build a sewage treatment facility in the area.

The Committee has reduced the amount provided for the TRIDENT support complex by \$6,000,000. This should leave sufficient funds to complete the facilities requested in fiscal year 1974.

#### Military Construction, Reserve Components Naval Reserve

Budget Request.....	\$20,300,000
House Action.....	\$22,900,000
Requested of Senate.....	\$23,100,000

#### Justification

The action by the Authorization Committees added \$2,600,000 to the Naval Reserve Lump Sum Authorization for FY 1974. These funds will be used for construction of urgently required Reserve facilities that were deferred to accommodate the relocation of Naval Reserve Headquarters.

An increase of \$200,000 is required in appropriations to provide for planning and design of the facilities included under the lump-sum authorization.

#### House Armed Services Report

The Naval and Marine Corps Reserve total reflects an added \$2,600,000 which the Committee approved in response to testimony concerning the previous diversion of prior year funds to accommodate the necessary relocation of the surface and air reserve headquarters.

#### Senate Armed Services Report

The Committee agreed to the \$2,600,000 additional amount in the Conference on Authorization.

#### House Appropriations Committee Report

It is also \$2,600,000 above the budget estimates for Fiscal Year 1974, an amount added by the authorizing committee to compensate for construction funds used to transfer Naval Reserve headquarters from Glenview, Illinois and Omaha, Nebraska to New Orleans, Louisiana.

1. DATE	2. FISCAL YEAR 1974	3. DEPARTMENT AF		4. INSTALLATION ACCESS ROADS
5. PROPOSED AUTHORIZATION \$		6. PRIOR AUTHORIZATION P.L. 23 USC 210	7. CATEGORY CODE NUMBER 010-311	8. PROGRAM ELEMENT NUMBER
9. STATE/COUNTRY VARIOUS		10. PROPOSED APPROPRIATION \$2,000,000		
11. BUDGET ACCOUNT NUMBER 350		12. PROJECT NUMBER		13. PROJECT TITLE ACCESS ROADS

SECTION A - DESCRIPTION OF PROJECT					SECTION B - COST ESTIMATES				
14. TYPE OF CONSTRUCTION	15. PHYSICAL CHARACTERISTICS OF PRIMARY FACILITY				20. PRIMARY FACILITY Access Roads	U/M LS	QUANTITY	UNIT COST \$	COST (\$000) \$2,000
a. PERMANENT	a. NO. OF BLDGS	b. NO. OF STORIES	c. LENGTH	d. WIDTH	a.		( )		( )
b. SEMI-PERMANENT	e. DESIGN CAPACITY	f. GROSS AREA			b.		( )		( )
c. TEMPORARY	g. COOLING CAP.	h. COST (\$ )			c.		( )		( )
15. TYPE OF WORK					21. SUPPORTING FACILITIES				
a. NEW FACILITY					a.				
b. ADDITION					b.				
c. ALTERATION					c.				
d. CONVERSION					d.				
e. OTHER (Specify)					e.				
16. REPLACEMENT					f.				
17. TYPE OF DESIGN					g.				
a. STANDARD DESIGN					h.				
b. SPECIAL DESIGN					i.				
c. DRAWING NO.					j.				
					22. TOTAL PROJECT COST \$2,000				

SECTION C - BASIS OF REQUIREMENT		
23. QUANTITATIVE DATA (U/M )	24. REQUIREMENT FOR PROJECT	
a. TOTAL REQUIREMENT	These projects are required for replacement or relocation of roads necessitated by airfield expansion; for access roads to new facilities; for relocation of roads to satisfy airway-highway clearance criteria; for road improvement to provide all-weather access to military facilities; and reconstruction of roads under the provisions of Sec 210 (h) 23 USC.	
b. EXISTING SUBSTANDARD		
c. EXISTING ADEQUATE		
d. FUNDED, NOT IN INVENTORY		
e. ADEQUATE ASSETS (c + d)		
	AUTHORIZED	FUNDED
f. UNFUNDED PRIOR AUTHORIZATION		
g. INCLUDED IN FY PROGRAM		
h. DEFICIENCY (a - e - f - g)		
25. RELATED PROJECTS		

1. DATE		2. FISCAL YEAR 1974		3. DEPARTMENT AF		4. INSTALLATION GOODFELLOW AFB	
5. PROPOSED AUTHORIZATION \$ 6,115,000		6. PRIOR AUTHORIZATION P.L.		7. CATEGORY CODE NUMBER 510-001		8. PROGRAM ELEMENT NUMBER	
9. STATE/COUNTRY TEXAS		10. PROPOSED APPROPRIATION \$ 6,115,000		11. BUDGET ACCOUNT NUMBER 320		12. PROJECT NUMBER	
13. PROJECT TITLE COMPOSITE MEDICAL FACILITY							

SECTION A - DESCRIPTION OF PROJECT				SECTION B - COST ESTIMATES			
14. TYPE OF CONSTRUCTION		15. PHYSICAL CHARACTERISTICS OF PRIMARY FACILITY		20. PRIMARY FACILITY Composite Medical Facility		U/M	QUANTITY
a. PERMANENT	X	a. NO. OF BLDGS.	b. NO. OF STORIES	c. LENGTH Irreg	d. WIDTH Irreg		UNIT COST
b. SEMI-PERMANENT		e. DESIGN CAPACITY	30 Bed/14 DTR	f. GROSS AREA	91,000 SF		COST (\$000)
c. TEMPORARY		g. COOLING Air Cond	CAP. 300 TN	COST (\$ 450,000 )			
16. TYPE OF WORK		19. DESCRIPTION OF WORK TO BE DONE		21. SUPPORTING FACILITIES			
a. NEW FACILITY	X	Construction:					
b. ADDITION		Masonry walls; concrete foundations, footings, floor slabs and structural frame, and built-up roof.		a. Electric	LS		\$ 655
c. ALTERATION		Area Includes:		b. Water, Sanitary Sewer & Heat	LS		( 100 )
d. CONVERSION		Outpatient and dental clinics, nursing units, laboratories, radiology and emergency rooms, pharmacy, food service, medical supply, administrative space, toilets and mechanical equipment rooms.		c. Storm Drainage	LS		( 110 )
e. OTHER (Specify)		All utilities and other necessary support.		d. Site Improvement	LS		( 54 )
10. REPLACEMENT	X			e. Roads, Parking & Walks	SY	15,000	6.50 ( 98 )
17. TYPE OF DESIGN				f. Ambulance Shelter	SF	700	24.00 ( 17 )
a. STANDARD DESIGN	X			g. Emergency Power	KW	600	260.00 ( 156 )
b. SPECIAL DESIGN				h.			( )
c. DRAWING NO.				i.			( )
				j.			( )
				22. TOTAL PROJECT COST			
				\$ 6,115			

SECTION C - BASIS OF REQUIREMENT			
23. QUANTITATIVE DATA (U/M SF)		24. REQUIREMENT FOR PROJECT	
a. TOTAL REQUIREMENT	91,000	PROJECT: Construction of a new composite medical facility with thirty beds, fourteen dental treatment rooms, outpatient clinics, and support areas.	
b. EXISTING SUBSTANDARD	42,138	REQUIREMENT: A composite medical facility of sufficient size and functionally configured to meet the total medical and dental needs of the military community served. It permits optimum use of medical personnel and resources in providing medical operational support and general health care.	
c. EXISTING ADEQUATE	0	CURRENT SITUATION: The existing health care facility consists of ten 32 year old temporary wood-frame buildings which are badly deteriorated. The buildings have served beyond useful life and cannot be economically upgraded to satisfy this essential function. In addition to being seriously deteriorated, these buildings are poorly configured, making efficient service extremely difficult. Specific functional deficiencies are: lack of sufficient space for dental treatment rooms; severe overcrowding of outpatient reception, waiting entries and service areas; and inadequate latrine facilities. Utility systems are inadequate and the sanitary, fire protection and safety systems are well below current standards. Ten buildings will be disposed of upon completion of this project.	
d. FUNDED, NOT IN INVENTORY	0		
e. ADEQUATE ASSETS (c + d)	0		
	AUTHORIZED	FUNDED	
f. UNFUNDED PRIOR AUTHORIZATION	0		
g. INCLUDED IN FY. PROGRAM	0	0	
h. DEFICIENCY (a - e - f - g)	91,000	91,000	
25. RELATED PROJECTS			

1. DATE	2. FISCAL YEAR 1974	3. DEPARTMENT AF		4. INSTALLATION TYNDALL AIR FORCE BASE
5. PROPOSED AUTHORIZATION \$ 820,000	6. PRIOR AUTHORIZATION P.L.	7. CATEGORY CODE NUMBER 740-674	8. PROGRAM ELEMENT NUMBER	9. STATE/COUNTRY FLORIDA
10. PROPOSED APPROPRIATION \$ 820,000	11. BUDGET ACCOUNT NUMBER 320	12. PROJECT NUMBER	13. PROJECT TITLE GYMNASIUM	

SECTION A - DESCRIPTION OF PROJECT				SECTION B - COST ESTIMATES				
14. TYPE OF CONSTRUCTION	15. PHYSICAL CHARACTERISTICS OF PRIMARY FACILITY			20. PRIMARY FACILITY	U/M	QUANTITY	UNIT COST	COST (\$000)
a. PERMANENT <input checked="" type="checkbox"/>	a. NO. OF BLDGS 1	b. NO. OF STORIES	c. LENGTH Irreg	d. WIDTH Irreg	Gymnasium	SF	21,000	\$ 34.20 \$ 718
b. SEMI-PERMANENT <input type="checkbox"/>	e. DESIGN CAPACITY	f. GROSS AREA	21,000 SF		a.			
c. TEMPORARY <input type="checkbox"/>	g. COOLING Air Cond	h. CAP.	5 TN		b.			
			COST (\$ 4,750)		c.			
16. TYPE OF WORK	17. DESCRIPTION OF WORK TO BE DONE			d.				
a. NEW FACILITY <input checked="" type="checkbox"/>	Construction:			21. SUPPORTING FACILITIES				\$ 102
b. ADDITION <input type="checkbox"/>	A gymnasium to be designed and built, using modern methods, materials, and construction technology to provide an economical and functional facility.			a. Electric	LS			12
c. ALTERATION <input type="checkbox"/>	Special features include the hardwood floors and clear span ceiling above the main floor area.			b. Water, Sanitary Sewer and Heat	LS			18
d. CONVERSION <input type="checkbox"/>	Area Includes:			c. Storm Drainage	LS			9
e. OTHER (Specify)	Gymnasium floor, exercise and locker rooms, squash and handball courts, steam and sauna rooms, administrative space, storage, toilets, and mechanical equipment room.			d. Site Improvement	LS			25
18. REPLACEMENT <input checked="" type="checkbox"/>	All utilities and other necessary support.			e. Roads, Parking and Walks	SY	6,000	6.25	38
19. TYPE OF DESIGN				f.				
a. STANDARD DESIGN <input checked="" type="checkbox"/>				g.				
b. SPECIAL DESIGN <input type="checkbox"/>				h.				
c. DRAWING NO.				i.				
				j.				
				22. TOTAL PROJECT COST				\$ 820

SECTION C - BASIS OF REQUIREMENT			
23. QUANTITATIVE DATA (U/M SF)		24. RELATED PROJECTS	
a. TOTAL REQUIREMENT	21,000		
b. EXISTING SUBSTANDARD	( 13,280 )		
c. EXISTING ADEQUATE	0		
d. FUNDED, NOT IN INVENTORY	0		
e. ADEQUATE ASSETS (c + d)	0		
		AUTHORIZED	FUNDED
f. UNFUNDED PRIOR AUTHORIZATION	0		
g. INCLUDED IN FY PROGRAM	0		0
h. DEFICIENCY (a - e - f - g)	21,000		21,000
25. REQUIREMENT FOR PROJECT			
PROJECT: Construction of a new gymnasium.			
REQUIREMENT: A gymnasium adequately sized and properly configured is required to accommodate comprehensive and balanced programs for recreational sports, athletic training, and physical fitness. These programs are designed to attract participation by all members of the military community; and, they are of particular importance in providing young airmen with wholesome sports and recreational activities that enhance their mental and physical well-being. This facility will be used by Air Force and Army personnel.			
CURRENT SITUATION: The existing gymnasium was built in 1942, using semi-permanent construction criteria of 20-year designed life; it is now structurally and functionally inadequate. In addition to the worn condition of the hardwood basketball court - the main floor area, this facility lacks a proper exercise area. It is limited in game courts for handball and squash. Inadequate spectator seating exists. The current configuration of locker rooms, showers, and toilet accommodations will not permit concurrent use of this facility by both male and female military members. This substandard gymnasium will be disposed of upon completion of this project.			

## DEPARTMENT OF THE AIR FORCE

## MILITARY CONSTRUCTION

APPROPRIATION REQUESTINSTALLATION: United States Air Force in Europe, GermanyITEM: Deficiency Authorization FundingAMOUNT: \$7,333,000PROPOSED AUTHORIZATION: Public Law 92-545 (Military Construction, 1973) As amendedDESCRIPTION:

<u>AWARDED ITEMS</u>	<u>CURRENT</u>	<u>AUTHORIZATION</u> <u>REVISED</u>	<u>INCREASE REQUIRED</u>
Addition to Dependent School, Rhein Main AB	\$ 2,191,000	\$ 4,964,000	
Dependent School, Ramstein AB	<u>2,746,000</u>	<u>5,142,000</u>	
Sub-Total	4,937,000	10,106,000	
 <u>UNAWARDED ITEMS</u>			
Air Freight Terminal, Ramstein AB	3,261,000	4,280,000	
Aircraft Maintenance Complex, Ramstein AB	842,000	1,149,000	
Base Telephone Exchange, Rhein Main AB	362,000	459,000	
Chapel Center, Rhein Main AB	705,000	431,000	
Dependent School, Hahn AB	<u>1,315,000</u>	<u>2,330,000</u>	
Sub-Total	6,485,000	8,649,000	
Total	\$11,422,000	\$18,755,000	7,333,000

JUSTIFICATION:

The appropriation of \$7,333,000 is required to finance the deficiency authorization and to cover the estimated cost of construction for the entire fiscal year 1973 program for Germany. The scope of all the line item projects remains as originally authorized. The dollar has devalued significantly in relation to the Deutsche mark since the original construction cost estimates were prepared. In addition inflation has increased at a very rapid rate in Germany. The revised construction costs totalling \$18,755,000 versus the original programmed costs of \$11,422,000, an increase of \$7,333,000, are based upon bid experience and current construction cost factors. The facilities are required to support current and projected missions and deployments.

SOURCE OF FUNDS:

It is proposed to fund this deficiency authorization by including the \$7,333,000 in the FY 1974 Military Construction Appropriation Program in lieu of dollars deleted by the Congress during their review of the Program.



INSTALLATION: Keesler Air Force Base, Mississippi

ITEM: Deficiency Authorization Funding

AMOUNT: \$1,200,000

PROPOSED AUTHORIZATION: Public Law 92-545 (Military Construction, 1973) As Amended

DESCRIPTION:

<u>AWARDED ITEMS</u>	<u>CURRENT</u>	<u>AUTHORIZATION</u>	<u>REVISED</u>	<u>INCREASE REQUIRED</u>
Gymnasium	\$ 703,000		\$ 744,000	
Technical Training Facility	<u>973,000</u>		<u>1,021,000</u>	
Sub-Total	1,676,000		1,765,000	
<u>UNAWARDED ITEM</u>				
Runway Extension	<u>2,778,000</u>		<u>3,889,000</u>	
Total	\$4,454,000		\$5,654,000	\$1,200,000

JUSTIFICATION:

The appropriation of \$1,200,000 is required to finance the deficiency authorization and to cover the estimated cost of construction for the fiscal year 1973 program for Keesler Air Force Base. The scope of all the line item projects remains as originally authorized. Bid proposals received for the construction of the runway extension were considerably above the \$2,778,000 authorized. The revised cost of \$3,889,000 is based upon bid experience and cost factors that have been applied to the fiscal year 1974 military construction program. The increased cost is due in part to local unit price increases for cement and aggregates and the need for phased construction to maintain an operable runway. The requirement remains firm for the foreseeable future.

SOURCE OF FUNDS:

It is proposed to fund the deficiency authorization by including \$1,200,000 in the FY 1974 Military Construction Program in lieu of dollars deleted by the Congress during their review of the Program.

INSTALLATION: Malmstrom Air Force Base, Montana

ITEM: Deficiency Authorization Funding

AMOUNT: \$213,000

PROPOSED AUTHORIZATION: Public Law 92-145 (Military Construction, 1972) As amended

DESCRIPTION:

<u>UNAWARDED ITEM</u>	<u>CURRENT</u>	<u>AUTHORIZATION</u>	<u>REVISED</u>	<u>INCREASE REQUIRED</u>
Airmen Dormitory, Women in the Air Force	\$522,000		\$735,000	\$213,000

JUSTIFICATION:

The appropriation of \$213,000 is required to finance the deficiency authorization and to cover the estimated cost of construction for this facility. The base program consists of only this one line item. Bids for its construction were received in April 1973. The total cost based upon the low bid was in excess of the authorized dollars plus the 25 percent overrun permitted by the authorizing Act. Therefore, a contract could not be awarded. The current estimated cost is \$735,000. It is based upon bid experience and cost factors that have been applied to the fiscal year 1974 military construction program. The scope of the project, dormitory space for 120 women airmen, remains as originally authorized. The facility is required to support current and projected missions and deployments and to permit single enlisted women to be housed on base.

SOURCE OF FUNDS:

It is proposed to fund this deficiency authorization by including the \$213,000 in the FY 1974 Military Construction Appropriation Program in lieu of dollars deleted by the Congress during their review of the Program.

PART III - RECLAMAS

		<u>(AMOUNTS IN THOUSANDS)</u>	<u>PAGE NO.</u>
WRIGHT-PATTERSON AFB, OHIO	Alter Aircraft Engine Component Research Facility	1,887	18
SATELLITE CONTROL	Automotive Maintenance Facility-Kodiak, Alaska	462	19
ANDREWS AFB, MARYLAND	Special Aircraft Support Facilities	13,500	20
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NELLIS AFB, NEVADA	Base Personnel Office	1,933	22
VARIOUS LOCATIONS	Radar Support Facility	<u>1,000</u>	23
		21,055	

INSTALLATION: Wright-Patterson Air Force Base, Ohio

ITEM: Alter Aircraft Engine Component Research Facility

BUDGET REQUEST: \$1,887,000

HOUSE ACTION: 0

RESTORATION REQUESTED: \$1,887,000

JUSTIFICATION: One of the more important mission responsibilities of the Aeropropulsion Laboratory is executing the exploratory and advanced development programs for airbreathing aircraft engines.

The modern gas turbine engine is a very complex and complicated machine whose external and internal environment pose very difficult engineering design and manufacturing problems. Due to lack of design knowledge and criteria, past engine development programs have been plagued by engine problems which are solved in a "build-it, run-it, break-it, fix-it manner" at a considerable toll in time and cost.

The compressor is the most critical component of a gas turbine engine and its dynamic operation is the least understood. Thus an urgent requirement exists to provide a research and development test capability which will provide this knowledge. To this end, the Air Force has proposed this project which will be dedicated to perform real-time transient compressor research to establish understanding of compressor performance and stability. Such a research test capability is non-existent in the free world, but is a much needed national resource. Improved compressor design also means increased operating range and better fuel economy, which in today's environment of critical energy supplies, becomes an increasingly important objective.

By way of illustration, aerolastic instability in compressors has recently become a major problem in new engine development programs. This is currently illustrated by recent experience of the F-5E International Fighter Engine. This proposed research facility would provide the knowledge to establish design techniques to avoid such problems and avoid physical damage to expensive experimental engines.

This laboratory has the personnel, the expertise, an existing \$12 million investment in real property and equipment which will be used, and a programmed significant corollary investment of \$18.7 million of RDT&E funds over the next five years. All that is needed to bring this national capability to fruition is this proposed Military Construction Project. The avoidance of just one engine compressor development problem would result in savings which would amortize this facility investment multi-fold.

It is requested that this project, which will make a significant contribution to the defense posture of this nation, be restored.

INSTALLATION: Satellite Control

ITEM: Automotive Maintenance Facility-Kodiak, Alaska

BUDGET REQUEST: \$462,000

HOUSE ACTION: 0

RESTORATION REQUESTED: \$462,000

JUSTIFICATION: There is no facility at this station which can be effectively used to maintain the 27 vehicles needed to support the mission. There is also no practical solution to providing vehicle maintenance other than use of the proposed facility. It is 42 miles via gravel road to the nearest town, Kodiak, which does not have the commercial capability required. Elmendorf AFB, the nearest Air Force activity, is 360 miles away and on the mainland. No other DOD installations could provide this support. Climatic conditions prohibit effective maintenance and care of vehicles outdoors at least six months of the year, due to low temperatures and snowfall. During each of the other six months, three and one half to six inches of rain falls. Vehicles include buses, personnel vans, tractors and snow removal equipment. Many of them must remain operational for ambulance and fire protection roles. It is requested that this project be restored.

INSTALLATION: Andrews Air Force Base, Maryland

ITEM: Special Aircraft Support Facilities

BUDGET REQUEST: \$13,500,000

HOUSE ACTION: 0

RESTORATION REQUESTED: \$13,500,000

JUSTIFICATION: The National Emergency Airborne Command Post (NEACP) aircraft have as their primary mission the survivability of the National Command Authorities (NCA) which consists of the President and the Secretary of Defense or their duly deputized alternates or successors. In addition the NEACP is also charged with insuring survivability of the Secretary of State and the Joint Chiefs of Staff. The NCA are normally located in the Washington, D.C. area. In order for the NEACP to perform its primary mission most effectively, it must remain in close proximity to the persons it is intended to survive. Location of the NEACP aircraft away from the National Capital Area would make a quick escape more difficult, and would detract from the credibility of our contention that we can survive our command and control structure in the event of war. To support this critical mission major new facilities are required. First, the critical factor that drives all NEACP operation requirements is response time. The primary alert aircraft must be capable of launching as soon as possible. The new Boeing 747 aircraft will not be able to satisfy the mission response time from the existing location. A location near the south-end of the runway is also necessary as 78% of the take-offs are from south to north into prevailing winds. Secondly, the existing area and facilities cannot support the expanded mission. The increased physical size of the Boeing 747 aircraft, the increase in personnel to nearly double the current strength, combined with larger operations and communications requirements far outstrip the capacity of the existing facilities. Relocation of this activity into an area remote from the day to day base activities is essential to the required stringent security. Air Force witnesses are prepared to provide additional information which is classified. It is requested that this project be restored.

INSTALLATION: Bergstrom Air Force Base, Texas

ITEM: Commissary

BUDGET REQUEST: \$2,273,000

HOUSE ACTION: 0

RESTORATION REQUESTED: \$2,273,000

JUSTIFICATION: Commissary sales stores are considered one of the most important benefits afforded to the military member and his family. Not only is the savings obtained from buying through this outlet necessary to allow many families to adequately subsist, but also, the commissary is one of the effective means of creating a viable Air Force community. Adequate commissaries play an essential role in making Air Force life acceptable to the military wife, a very necessary ingredient in retaining expensively trained personnel. This is particularly true in cases where the sponsor is required to perform temporary duty at other locations, or is assigned to an unaccompanied tour. Adequate commissaries also make a significant contribution toward the initial recruitment of high quality personnel.

The present inadequate commissary facility adversely affects the personnel and their families assigned to Bergstrom AFB: (1) Sales are in three different buildings; (2) checkout time is 60 percent more than the 15-minute criteria on normal days and 120 percent more on pay days because nineteen checkout registers are required, based on sales, but there is room for only twelve; (3) the store is often out of meat because the meat-room has space to hang no more than a 2-day supply - late deliveries caused the store to run out three times in the month before the beef price freeze; (4) the sales area is one-third of that required and is therefore overcrowded, aisles are narrow, display cases limited which restricts the number of items, display cases are also small and cannot be refilled since customers fill the aisles leading to even greater restrictions on selectivity as shelf stocks run out, and personnel must wait in line to enter and checkout; (5) insufficient storage and preparation space limits line items that can be carried and leads to outages of others, e.g., there is no produce preparation area and less than one day's produce storage capacity; and (6) parking is a serious problem - 350 spaces are required and 186 exists so customers often have to park over one-fourth mile away on grass. There were six major, and many minor, commissary parking accidents last year. These conditions make use of the commissary on Bergstrom a frustrating experience and are not conducive to building strong military communities.

Operations are very inefficient: (1) They are scattered through five separate buildings which necessitates dual handling of merchandise with attendant added costs for labor, transportation, spoilage, and damage; e.g., meat is prepared in a facility on a separate block from where it is sold and a truck and full-time driver are needed just to move meat between these locations; (2) three buildings are deteriorated and cannot be economically maintained; (3) warehousing is at four locations, overcrowded aisles are full and create fire hazards and Bergstrom must rent 6,000 square feet of commercial space; and (4) bad wiring in temporary 1941 warehouses has caused three blown fuses in two weeks - one at night took out all refrigeration. In our opinion, the provision of a new commissary facility at Bergstrom would be a very sound investment on the part of the Government. We believe it would amortize very rapidly due primarily to its positive effect upon the retention of expensively trained personnel. It is requested that this project be restored.

INSTALLATION: Nellis Air Force Base, Nevada

ITEM: Base Personnel Office

BUDGET REQUEST: \$1,933,000

HOUSE ACTION: 0

RESTORATION REQUESTED: \$1,933,000

JUSTIFICATION: This project is urgently needed to provide adequate space for base personnel support activities. Currently, these activities are housed in five scattered World War II wood frame mobilization buildings which are in an advanced stage of deterioration despite constant maintenance efforts. Windows and door frames are cracked and split; floors are uneven and sagging; exposed plumbing lines, electrical conduits and heating ducts create unsafe working conditions. The only environmental control is provided by evaporative coolers which are ineffective when the temperature exceeds 90° which occurs almost six months of the year. The consolidated base personnel office is used by more people than any other facilities on base, it serves all civilian and military employees in important actions which affect their lives, including hiring, duty assignments, promotion, personal affairs, off-duty education and separations. Considerable otherwise productive time is wasted because of the existing fragmented operation. Over 8,000 personnel are supported by this function. The problems created by this heavy workload are compounded by the inefficiencies and limitations placed on personnel activities because of the poorly configured, structurally unsound and widely scattered facilities in which they are housed. It is requested that this project be restored.

INSTALLATION: VARIOUS LOCATIONS (Western United States)

ITEM: Radar Support Facilities

BUDGET REQUEST: \$1,000,000

HOUSE ACTION: 0

RESTORATION REQUESTED: \$1,000,000

JUSTIFICATION: This project is urgently required to provide the radar support facility to support acquisition for the first of two phased array radars for a credible and reliable SLEM Detection and Warning Program. The requirement for phased array SLEM radars is essential to provide unequivocal warning of SLEM launches and to resolve deficiencies. The need for tactical warning of SLEM launches is vital to the national strategy. In the instance of a strategy of launch-on-warning, then warning credibility must be absolute. Very high credible warning is required for a strategy which contemplates a response tailored to the provocation (the flexible response strategy). In either case, some attack assessment information is required. A launch-on-warning strategy requires knowledge of the size of the attack so as to distinguish between an accidental and a deliberate attack, the source of the attack and if the attack is directed at the Continental United States. For the flexible response case, that same attack assessment data is required. Thus, future attack assessment needs of the flexible response strategy would be provided for. The phased array radar inherently possesses a much greater capability in this regard than other radar technology. Given confirmed tactical warning on SLEM launched from their current patrol areas, most of the alert force bombers and tankers would be able to launch and fly to a safe distance from their air bases before impact of the first weapon. Air Forces witnesses are prepared to furnish additional information which is classified. It is requested that this project be restored.

## DEPARTMENT OF THE NAVY

## CORRESPONDENCE

Senator MANSFIELD. Correspondence received by the subcommittee concerning both the Boston Naval Shipyard, and the Charleston Naval Shipyard will be inserted at this point in the record.

[The letters follow:]

HOUSE OF REPRESENTATIVES,  
FOREIGN AFFAIRS COMMITTEE,  
Washington, D.C., October 23, 1973.

HON. MIKE MANSFIELD,  
Chairman, Subcommittee on Military Construction,  
Senate Appropriations Committee,  
Washington, D.C.

DEAR MR. CHAIRMAN: I understand that a Report of Excess (No. 432) for the Boston Naval Shipyard has been filed with your subcommittee. This report has been strongly challenged by the Mayor of Boston as "imprecise and vague." He feels that particular problems must be reversed by the Department of Defense if the City of Boston is to successfully convert the Navy Yard to civilian purposes. These include:

(1) As present plans stand, the land in the South Boston Naval Annex will be completely landlocked, and, therefore, virtually unusable.

(2) The Report does not give the Defense Department's intentions regarding the most important properties for early development of the shipyard: the recreation facilities, the Fargo building, and adjacent properties.

(3) The report of excess for the Charleston Naval Shipyard is inconsistent with the Department of the Interior's plans for reuse as the Constitution Historic Maritime Park.

(4) There are inconsistencies between the rights of reversion as discussed in the Excess Property Report and statements by Defense Department officials to the Mayor's office.

These shortcomings in the Excess Report must be corrected if the City of Boston is to avert the economic catastrophe that would follow from the closing of the Navy Yard. It is possible for us to use the land productively to create new jobs if we all—public officials, business, and labor—join together. I urge you to consider the reservations raised by the Mayor before you act on the Excess Report, and to encourage the Department of Defense to revise the Report in accordance with the legitimate economic needs of Boston.

Yours sincerely,

MICHAEL J. HARRINGTON.

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DEPARTMENT OF THE NAVY,  
OFFICE OF THE COMPTROLLER,  
Washington, D.C., November 14, 1973.

HON. MIKE MANSFIELD,  
U.S. Senate,  
Washington, D.C.

DEAR SENATOR MANSFIELD: Mr. Harrington's letter to you of October 23, 1973 has been referred to me by your office for information which will form a basis for a reply. I appreciate the opportunity to do this for you.

The following paragraphs correspond to the numbered paragraphs of Mr. Harrington's letter:

(1) Every attempt is being made to insure that proper access is made available to the ultimate recipient of this property. Two letters of assurance have been sent to the City of Boston guaranteeing full access to the parcel in question.

(2) The Fargo Building and its adjacent properties are not on the plant account for the Boston Naval Shipyard; hence, the inclusion of this area in report number 434 would not be appropriate. With respect to plans for the Fargo Building, the Defense Department is currently studying needs of re-

maining forces in the Boston area, with the possibility of using the Fargo Building for this purpose. The results of their study are expected about the middle of this month.

(3) Recent discussions involving the Commandant of the First Naval District, the Department of the Interior, and the City of Boston have centered on this issue. A basic agreement between all parties exists now as to the area to be set aside for the Park area. The City of Boston and the Park Service have been furnished maps showing this area.

(4) The status of the government's title to the land has been recently reviewed. Based upon this review it appears that the attempted reversionary provisions in the deed are either inoperative or have expired.

In all, I believe the disposal report that has been filed with the Armed Services Committees for the Boston Naval Shipyard is consistent with the needs of the interested parties. It permits productive use of the excess land and encourages a worthwhile addition to the City's economy.

I trust the information that has been provided will be useful in your response to Mr. Harrington.

Sincerely yours,

E. W. COOKE,  
Rear Admiral, U.S. Navy,  
Director of Budget and Reports.

#### CONCLUSION OF HEARING

Senator MANSFIELD. Well, gentlemen, that concludes this hearing. Thank you very much, and the meeting is adjourned.

[Whereupon, at 12:45 p.m., Wednesday, October 31, the hearings were concluded and the subcommittee was recessed to reconvene at the call of the Chair.]



## LIST OF WITNESSES AND STATEMENTS

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